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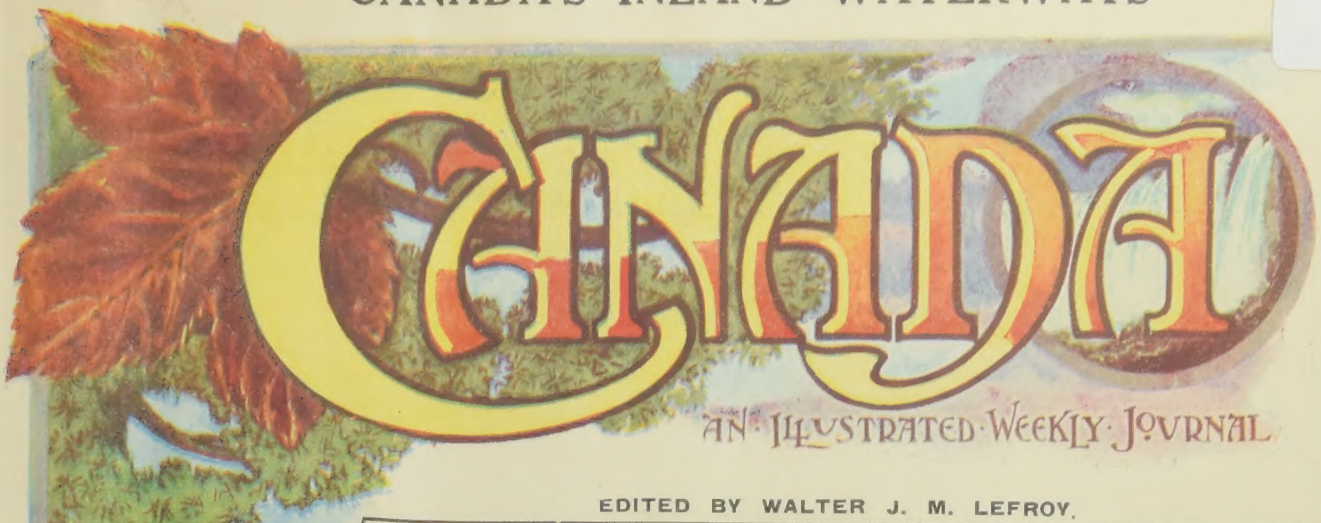
CANADA'S INLAND WATERWAYS



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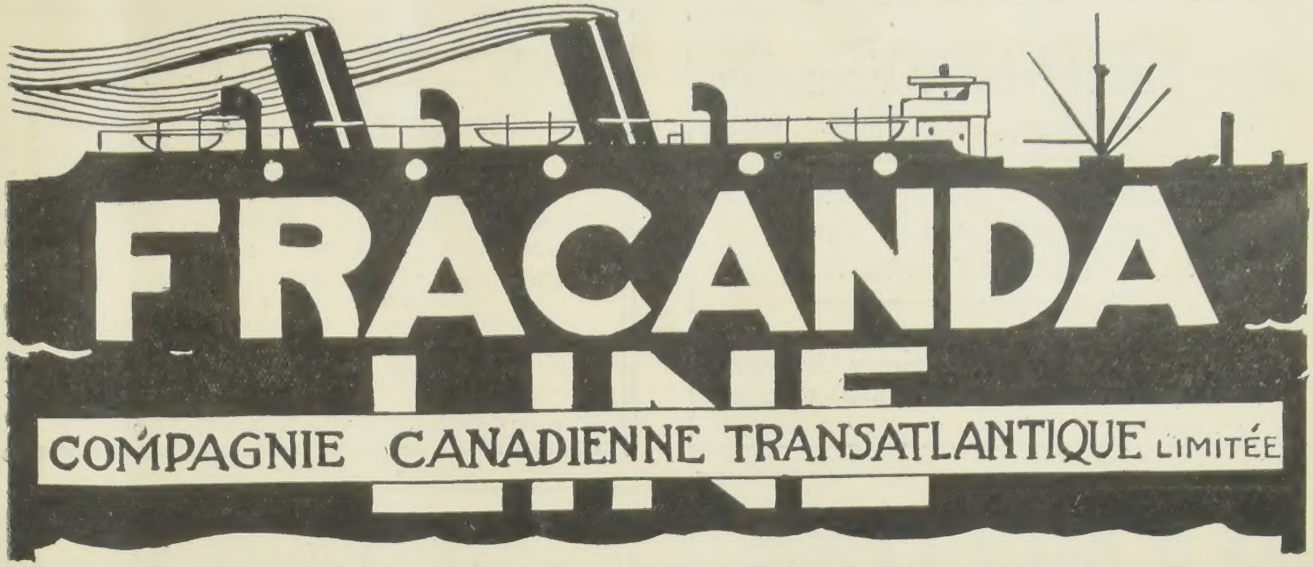

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CANADA

No. 804. SATURDAY, JUNE 4, 1921. Vol. LXII. 9D. WEEKLY

TYPICAL INDUSTRIES OF THE MARITIME PROVINCES. (See page 281.)

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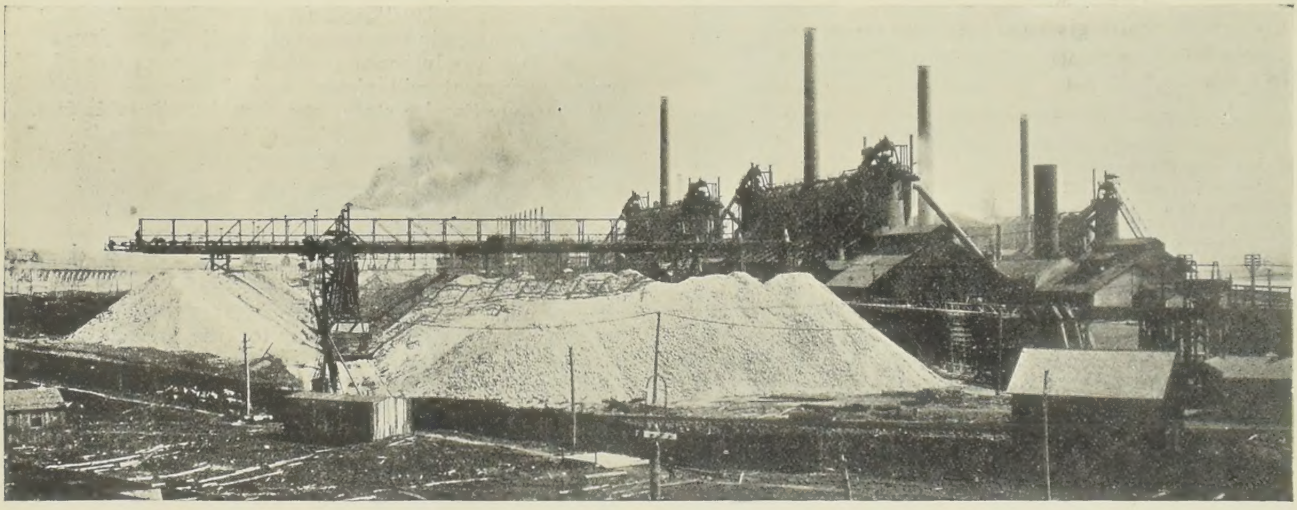

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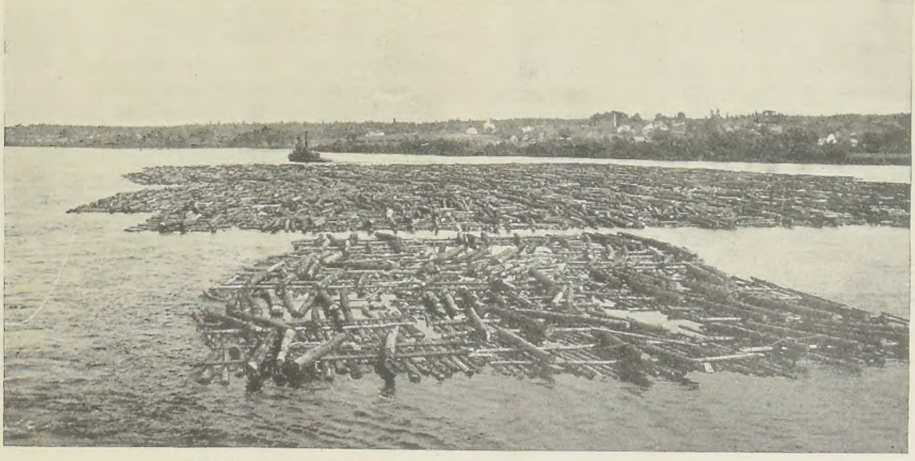

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The views expressed by contributors writing over their own signature are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated.

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PRINCIPAL CONTENTS.

	Page
The Maritime Provinces ... 271,	281
A Canadian Letter ...	275
The Rubber and Tropical Products Exhibition ...	276
Canada's Inland Waterways ... 277, 284,	285
Purely Personal ... 279,	280
From East to West ... 282,	283
Settlers for Canada ...	286
Obituary ...	286
Camping Out in Ontario.—II. ...	287
Correspondence: Ontario and Farm Workers, etc. ...	290
Finance, Trade and Business ... 291, 292, 293, 297, 298,	299
Steamship Sailings ...	291
Canadians in London ...	300

THE EMPIRE AND THE WORLD.

As the Premier's conference in London draws near, the views of the heads of the Governments of the Overseas Dominions with regard to the lead- questions to be brought before it are becoming crystallised. The Prime Ministers of Australia and New Zealand have both arrived in London, and have given expression to their views on several of these topics. Mr. Meighen has already expressed his with considerable clearness and frankness in the Dominion House of Commons, and the leading passages of his speeches have been cabled over here, as have also those of General Smuts in the House of Assembly at Cape Town. Mr. Squires, as we announce this week, will be unable to represent Newfoundland. All the statements that have been made go to show that the Dominion Premiers are agreed in essentials, and, although it may turn out that they differ in regard to comparatively minor issues, it is already evident that the decisions of the conference will carry weight as representing the combined policy of the British Empire, and have an important bearing upon the whole course of world history.

Mr. Hughes rightly emphasises the importance of the meeting as marking a new era, from the fact that for the first time representatives of the self-governing Dominions and India have met to discuss with Great Britain the foreign policy of the Empire, as distinct from purely war measures. Upon the outcome of their deliberations the peace of the world largely depends, and, as Mr. Hughes says, there is no doubt of the complete unanimity on the part of the Dominions in their desire for peace, "for only through peace can they develop their resources and the growth of their genius." Mr. Massey also lays stress upon the closeness with which the two-fold question of Imperial unity and Imperial defence concerns not only Great Britain, but all the Dominions and Commonwealths alike. The importance of arriving at a clear understanding with reference to the relation of the latter to Imperial policy in foreign affairs is made all the more vital because of the new privileges and new responsibilities with which they were invested by the Peace Treaty.

Each year, as Mr. Massey says, will see these autonomous nations, with all the necessary powers of self-development, stronger and better organised, and with ever-increasing initiative, and the urgent problem of the immediate future, if not of the present, is "How can unity be preserved without the creation of artificial and perhaps irksome bonds?" That is the aspect of the matter to which General Smuts specially directed his attention in his speech last week, drawing a parallel between the forthcoming conference and the League of Nations. For the one, as for the other, he warmly desires success, especially as he sees how closely the fate of the wider League of Nations is bound up with that of the British League of Nations, and that the success of the future government of the world depends upon both. If the war has not brought about a new world, in the eyes of General Smuts it has brought about a new British Empire. He regards the pre-war British Empire as having been like the Roman Empire, with in it the same possibility of failure. Since then there has been this greater degree of liberty and freedom, and what he obviously regards as a new and more hopeful experiment is being made to-day "on a free, consultative basis, with the Dominions as independent nations." Upon the course of the next two Imperial conferences the success of this great experiment will almost entirely depend, and it is well that our Empire statesmen should realise this fact.

—* *—

NOTES OF THE WEEK.

Canada's Low Defence Expenditure. Canada's Minister of Militia returned home from the Brussels Conference convinced that militarism was one of the greatest curses of the world to-day, and determined that the Dominion should live up to the resolution then passed—consistent with the fact that the people of the world had not yet agreed to beat their swords into ploughshares. When the estimates of his Department were submitted to him they were $17,000,000. He reduced them to $11,800,000, and was in the proud position of being able to say in the Budget debate last month that Canada's expenditure on naval, military, and aerial defence—a total of $15,215,000—was lower than in the case of any other country in the world.

Mr. Guthrie's comparisons were indeed striking. Allowing for the fact that it takes $2 to-day to equal $1 in purchasing power at pre-war rates, he pointed out that to equal the equivalent figure of $5,800,000 for militia expenditure it was necessary to go back not merely to pre-war days, but to 1905. The per capita expenditure for defence purposes is between $1.69 and $1.89 per head, according as the census shows the population to be 9,000,000 or 8,000,000. In the case of Australia it is $6.15; New Zealand, $3.80; South Africa, $5.55; the United Kingdom, $23.35; and the United States (not including the National Guard), $13.13. Of every $100 of revenue, Canada spends $3.50 on defence, against $9.50 in 1911. Compared with her total expenditure, Canada's defence expenditure last year was 2¾ per cent., the percentage in the case of New Zealand being 11.1 per cent.; United Kingdom, 16.8; Holland, 11.7; Switzerland, 34.6; Sweden, 22.2; France, 11.8; Italy, 23.8; China, 47.9; Japan, 47.9; and Siam, 27 per cent.

Three By-Elections. Canadians have displayed lively interest in three Federal by-elections. One is in Yamaska, Quebec, another in York-Sunbury, N.B., and the third in Medicine Hat, Alta. In the Quebec constituency there was a three-cornered fight, there being Liberal, Farmer, and Conservative candidates in the field. Mr. A. A. Mondou, the Government candidate, has been mentioned as a possible Cabinet member. Mr. A. Boucher was the Liberal nominee, and Mr. Joseph Lambert the Farmers' candidate. In York-Sunbury Mr. Richard B. Hanson, barrister, of Fredericton, was nominated by the Liberal-Conservative party, and Mr. Ernest W. Stairs, farmer, of Southampton, was nominated by the Farmers' party. There was no other candidate. In Medicine Hat, where there is a vacancy owing to the death of the Rt. Hon. A. L. Sifton, Col. Nelson Spencer, M.L.A., was nominated by the Liberal-Conservative party as the Government's standard-bearer.

The results of the first two elections, declared on Monday, are the subject of much comment. In Yamaska the Liberal defeated the Government nominee by a majority of 1,608, the Farmers' candidate receiving only 350 votes. In York-Sunbury, on the other hand, the Government representative received a majority of 950. These results involve no change in representation. They are being hailed in Canada as chiefly indicating that the Farmers' movement has not become formidable in the Atlantic Provinces or Quebec, in spite of the presence of Farmer members in the Provincial Legislatures of Nova Scotia and New Brunswick.

* * *

The Prevention of Strikes. Despairing of British ability to prevent strikes in the Motherland, the National Chambers of Trade advocate resort to Canadian experience and practice. At their annual conference, held in Cardiff last week, it was resolved to draw the Government's attention to the Canadian Industrial Disputes (Investigation) Act, and Mr. Llewellyn Francis, who brought forward the matter on behalf of the Cardiff Chamber, spoke warmly of its efficacy since it was passed in 1907. Before the passing of the Act, he pointed out, the number of strikes and lock-outs occurring annually in Canada was between 300 and 400, whereas in a few years of the working of the Act they decreased to two figures.

Canada has frequently drawn attention to the usefulness of the Lemieux Act, and the infrequent occurrence of serious strikes in Canada, and urged its adoption in the Mother Country. Its provisions militate against precipitate action, ensure publicity and enquiry, and make settlement easy. As Mr. Francis explained to the conference, the Act provides that, before any lock-out or strike is allowed to take place, the dispute must be submitted to enquiry before a Board consisting of one representative of the employers, one representative of the employed, and a third jointly recommended by both sides, or, failing that, appointed by the Minister of Labour. We would once more strongly advise Mr. Lloyd George to look into the Lemieux Act.

* * *

The Cattle Embargo Commission. The Royal Commission on the Cattle Embargo has not been long in getting to work, and it promises to carry out its enquiries with commendable expedition. The various interests concerned are being represented by counsel, and the cross-examination of the witnesses is giving the sittings a more lively interest. As many of the organisations have already had their case in a forward state, there need be little delay in the proceedings. We understand that the Canadian Government have lost no time in preparing their case, and that it will be presented in due course. It is hardly possible, however, for the Commission to report to the Premiers' conference, as was the first intention. It will be unfortunate if it cannot, as it is a matter in which the Oversea Dominions are so closely concerned.

The Commission opened its sittings on Monday with the important evidence of Sir Daniel Hall, Chief Scientific Adviser to the Ministry of Agriculture; and on Tuesday evidence was given by Sir Robert Greig, of the Board of Agriculture for Scotland (in favour of removal), and Professor Robert Wallace, of Edinburgh University—that strong opponent in the Press of the removal of the embargo; while on Wednesday the views of the National Farmers' Union were presented.

* * *

The Position of Canadian Stores. Sir Daniel Hall's evidence had two aspects. In giving the history of the embargo, he dealt with Mr. Prothero's declaration at the Imperial War Conference in 1917, that when the war was over the Government would take steps to remove the embargo on Canadian cattle. This Mr. Lloyd George recently spoke of as "a definite pledge"; but, according to Sir Daniel Hall, the Prime Minister's statement was inaccurate. At the time, he stated on Monday, it was understood by Mr. Prothero as representing a definite removal of any stigma that was supposed to attach to Canadian cattle on the score of disease, and, also, as leaving this country free to decide the question of re-admission on purely domestic grounds of policy; and this position was definitely laid down in Mr. Prothero's answer to a question in the House of Commons in October, 1917, and in a statement subsequently made in the House of Lords (as Lord Ernle).

Sir Daniel Hall was at pains to emphasise the fact that the Ministry of Agriculture "accepted without reserve the statements of the Canadian Government with regard to the freedom from disease of Canadian live stock," and most strongly repudiated the idea that it was exercising any discrimination against Canada. According to his statement, the Act of 1916 was a domestic measure passed in the interests of the live stock industry of the United Kingdom, "and thus indirectly of the British consumer," and he maintained that it was still necessary to that end; that new legislation could not, on a basis of principle, be confined to Canada; and that statements as to absence of disease in the case of any country could not be verified, nor could it possibly be free from risk as a channel for cattle from other countries. The view of the Ministry is that the immediate results of the admission of store cattle would be a reduction rather than an increase in the number of store stock available for fattening, because the possible importations from Canada would not make up for the increased slaughter of calves, while, Sir Daniel Hall argued, the lowering in the price of beef would be negligible.

* * *

Canada's Inland Waterways. Every year the trend of trade between Western Canada and the Atlantic seaboard tends to emphasise the value of Canada's inland waterways. Their importance and the need for their development, from both a national and an Imperial standpoint, were concisely set forth by Colonel W. Grant Morden, M.P. (as will be seen from another page), before the Rotary Club of London the other night.

At present the entire distance of 1,214 miles from Montreal to Port Arthur or Fort William can only be traversed by vessels of approximately 250 ft. long and 14 ft. maximum draft of water along the section connecting Montreal with Lake Ontario, though the new canal under construction by the Dominion Government will provide locks 800 ft. long, 80 ft. wide, and 25 ft. deep on the 25-mile link connecting Lake Ontario with Lake Erie. How valuable is the development in tonnage to be handled by this improvement is indicated by the fact that along the present canal system last year 26,409,710 tons of coal and 7,821,980 tons of grain were carried, which, added to miscellaneous cargoes carried, made up a total tonnage of 106,518,331. Sooner or later we may expect to see development work undertaken which will permit of ocean steamships, carrying 15,000 deadweight tons or more, being able to proceed right through to the Great Lake ports instead of having to tranship their cargoes at Montreal as at present. It will be an expensive undertaking, but one which will be of immeasurable importance in solving the transportation problem. Moreover, as Colonel Grant Morden aptly points out, the construction of deeper and wider canals between the navigable waters of the Gulf and River St. Lawrence and Lake ports over 1,200 miles inland will at the same time provide a large addition to Canada's already notable cheap water power systems.

Mr. Churchill and the Press.

We referred briefly last week to the deputation from the Empire Press Union and British newspaper organisations to the Colonial Secretary to urge the importance of speedier and cheaper telegraphic news service within the Empire. The official report of Mr. Churchill's reply, which has now been issued, embodies the Colonial Secretary's statement that he fully realises the dangers of partial newspaper communications and feels that "the importance of maintaining a British Empire atmosphere is a matter of prime Imperial concern."

Holding these views, the Colonial Secretary considers that the matter ought to be discussed at the approaching Premiers' Conference, and although the subject is not on the agenda, Mr. Churchill announced that he would urge that this subject should be debated, and, if such course is agreed upon, he has undertaken to make himself responsible for formulating a definite series of recommendations and proposals in regard to news facilities throughout the Empire both by cable and wireless. It is satisfactory to know that one Department of the Government is alive to the importance of assisting cheaper and more efficient transmission of news throughout the Empire at a time when the Post Office proposes to handicap newspapers by increasing the cost of postage.

* * *

R.S.V.P.

Lord Burnham's invitation, on behalf of the Empire Press Union, to the newspaper press of the United States to visit Great Britain next year or the year after will be cordially endorsed by everyone capable of understanding what Anglo-American unity stands for. Americans who come to this country are very rarely to be numbered among those who find everything done by Great Britain suspect. "The development of better relations," says Mr. W. W. Hawkins, of the United Press Associations of America, "can be brought about only through direct contact." It may not be true, as was once said by an Australian statesman, "that one touch of printer's ink makes the whole world kin," but it certainly is true that the Press of the United States has for long been victimised by false reports which have made it a standing menace to the relations of the two English-speaking peoples.

If the American Press will come and see—and we have no doubt conquer—for itself, the utmost good would result. Particularly important in our view is it that the invitation should be extended to, and we hope accepted by, representatives of those journals which have honestly espoused the anti-British cause. The hostility would not survive a few weeks' intimacy with the people and the Government they have misrepresented. Lord Burnham's admirable thought provides the surest way of realising Colonel Harvey's splendid image of Britannia and Columbia walking for ever hand in hand, for their own benefit and that of civilisation.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or $1, for 36 words or under, every additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

CARR.—On May 16, at 52, Windsor Avenue, Westmount, Montreal, the wife of David L. Carr, of a son.

HUDSON.—On May 26, at 168, Kennedy Street, Winnipeg, to Geraldine (*née* Remfry Brookes) and Jack Hudson—a son.

NORRIS-ELYE.—On May 24, at Winnipeg, to Gladys (*née* Tarbolton), wife of Leonard T. S. Norris-Elye—a son (Richard Towne).

TAYLOR.—At Halifax, Nova Scotia, on May 26, to Mr. and Mrs. Gilbert Taylor (*née* May Findlay)—a son.

MARRIAGES.

HEMMING—SCULLY.—At Knowlton, P.Q., on May 14, by the Rev. Father J. C. McGee, Lois Agnes, daughter of Mrs. Wm. Scully, to Cecil Walter Hemming, son of Mr. and Mrs. W. G. A. Hemming, Montreal.

MCINTOSH—WEIR.—On May 10, at the Stanley Presbyterian Church, the Rev. W. D. Reid officiating, Jessie Matilda, younger daughter of the late Mr. and Mrs. Robert S. Weir, to Linden D. McIntosh, son of Mr. and the late Mrs. R. McIntosh.

DEATHS.

BROWN.—On May 25, suddenly, at Darlinghurst, Sydney, New South Wales, Sir William Graeme Brown, in his 68th year. (Scottish and Canadian papers, please copy.)

CRABBE.—On May 16, in Dublin, Colville Eyre Crabbe, M.C., Capt., late Princess Patricia's Canadian Light Infantry, and H.L.I., eldest son of the late Brig.-Gen. Eyre Crabbe, C.B., and husband of Mary Eyre Crabbe.

FERNIE.—On May 15, at Kimbolton, Oak Bay Avenue, Victoria, B.C., William Fernie, son of the late Dr. Thos. Peter Fernie, of Kimbolton, Hunts, aged 84 years.

HAWTHORN.—At Vancouver, B.C., after a short illness, Neil Hawthorn, engineer.

MALLOCH.—On May 22, at Almond Villa, 81, Glasgow Road, Perth, Peter Duncan Malloch, fishing tackle manufacturer, beloved husband of Jane Donaldson. (Foreign papers, please copy.)

SILLS.—On May 30, in London, Maud, wife of Clarence H. Sills, M.D., of Namtu, Burma, formerly of Wye, Kent, and eldest daughter of Mrs. Hannam, Beechmont, Buckhurst Hill. (Burmese and Canadian papers, please copy.)

SYMONDS.—On May 24, the Rev. Herbert Symonds, D.D., LL.D., Vicar of Christ Church Cathedral, Montreal, aged 60.

TILLEY.—On May 25, at her residence, Carlton House, St. John, New Brunswick, Alice, wife of the late Sir Leonard Tilley, C.B., K.C.M.G.

TWIST.—On May 23, at St. George's Hospital, the result of an accident, Thomas Twist, O.B.E., late Lieut. 12th Canadian Force, beloved husband of Florence Twist.

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PROGRESSIVE CANADA.

New Zealand Premier's Tribute.

The Right Hon. W. F. Massey, the Prime Minister of New Zealand, who is now in London for the forthcoming Imperial Conference, has a warm corner in his heart for Canada and Canadians. Talking to a representative of *Canada* on the day after his arrival in London, Mr. Massey said:—

"In four years I have been five times to Canada, and each time I am more and more impressed by the progressive spirit manifest everywhere. Canada is a great nation, and has a great future before it. The people, energetic, enterprising, and shrewd, are sturdy Imperialists—the bulk of the people I mean, for there, as everywhere else, a small body of extremists would no doubt alter existing conditions and, probably, not for the better.

"On my way to London this time I came through Canada and had a most enjoyable trip. I landed at Vancouver, which has grown amazingly since I first knew it.

"Apart from new industrial activities, which are so notable a feature of Canada to-day, the most impressive sight to me is the steadily growing subjugation of vast tracks of prairie land. This policy will bring rich rewards in the near future and greatly add to the wealth of the country. Canadian public buildings display excellent judgment and taste, and the civic life of the communities seems to be well organised.

"Travelling eastwards I broke my journey at Edmonton, which is a very fine city, and I had a most friendly reception there. At Ottawa I had the pleasure of seeing Mr. Meighen, and he hospitably gathered a few friends to meet me. I have now quite a number of friends in Canada. I attended the House of Commons at Ottawa and listened to a debate that was in progress. From Montreal, which is another fine city, I went to New York and thence came to England."

Imperial Unity.

Writing in the *Pall Mall and Globe*, Mr. Massey says:—

"Of the many subjects that will come up for discussion at the Conference there will be none of greater importance than the two-fold question of Imperial unity and Imperial defence. This matter concerns not only Great Britain but all the Dominions and Commonwealths alike.

"How can unity be preserved without the creation of artificial and, perhaps, irksome bonds? That is one of the problems we shall doubtless be called upon to solve.

"The Great War demonstrated the unity of the British Empire as nothing else could have done. That unity, cemented with blood, will not be readily broken. But it is well to remember that, taking the Empire as a whole, we have diversity of interests as well as community of interests. Where individual State-interests clash the cases must be handled tactfully and with understanding and sympathy. There must prevail a policy of give and take without jeopardising fundamental principles.

"We have begun a new age. The Peace Treaty conferred upon the Sister Nations new privileges and new responsibilities. We are autonomous countries with all the necessary powers of self-development. Each year will see us stronger, better organised, and with ever-growing initiative—hence the importance of arriving at a clear understanding with reference to the relation of the Dominions to Imperial policy in foreign affairs."

No Call for Separation.

At the luncheon given in honour of Mr. Massey by the New Zealand Luncheon Club at the Hotel Cecil on Friday of last week, Mr. Massey, in the course of his speech, said:—"There seems to be an idea prevalent in some quarters that many of the citizens in the Overseas Dominions are inclined to a policy of separatism or republicanism. Personally, I can find very few signs of it. I have had opportunities of meeting a very large number of Canadians and Australians; and so far as New Zealand is concerned, I believe that 90 per cent. of the population are enthusiastically loyal and extremely proud of the British connection."

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Complaint has been received from Saskatchewan veterans by the Dominion Command, G.W.V.A. (says a Canadian Press message from Ottawa), that a large number of unemployed men from British Columbia were being shipped into the Province. These had been given $2 a day for mess allowance and a railway ticket to either Moose Jaw, Regina, or Saskatoon. They were without money.

A CANADIAN LETTER: FROM OUR OWN CORRESPONDENT.

End of the Parliamentary Session at Ottawa—Politics in the Provinces.

MONTREAL, May 20.

WITH the division on the Budget on the day that this is mailed, the end of the Parliamentary session is now in view. Sir James Lougheed has already given notice that the Senate will prorogue in the closing week of this month, and in order to expedite the work, morning sessions have also been put on for the Upper Chamber. The Senate has expressed some resentment recently over the refusal of the Commons to accept certain amendments to the Judges' Act, which would prohibit Judges acting as Commissioners or in other extra-judicial capacities, the intention of the Upper House being evidently to keep Judges to the Bench in order to make justice more speedy than it is at present.

Another Bill of a legal character is that introduced by Senator McMeans for the creation of a Criminal Appeal Court, the assertion of the sponsor of this Bill being that Canada's system of administration of justice is out of date, and that this country is the only one in the civilised world where this facility is not in existence. In support of his Bill he quotes the success of the British Criminal Appeal Court.

CHILDREN LEAVE FOR CANADA.

Boys from the Father Hudson's Homes, Birmingham, who left Liverpool by the Canadian Pacific liner *Minnedosa*, on their way to the St. George's Home, Ottawa.

A Commission which was appointed last autumn by the Minister of Justice to revise the regulations for the Dominion penitentiaries has just issued its report. The Commission consisted of Colonel O. M. Biggar(Chairman), Mr. W. M. Nickle, formerly Member of Parliament for Kingston, Ont.—where the biggest penitentiary is—and Mr. P. M. Draper, representing organised labour. One of the chief recommendations made is the payment for prison work, in which respect a system is suggested whereby manufacture will be undertaken only for the Dominion Government, and there will be no bid for outside markets. It is also recommended that inmates be graded in respect of their industrial capacity rather than according to moral standing or crime record. There are also various other recommendations, all of which are on the American principle, of trying a little more humane treatment, with educational effort.

One weak spot in the constitution of Canada is that certain phases of the national life are divided as to Federal and Provincial jurisdiction. Thus, the Federal penitentiaries are maintained and administered by Ottawa and crimes under the Criminal Code come under Federal law, but jails (for sentences of less than two years) come under the Provincial Governments. Health matters are to some extent similarly split up as to authorities.

In the Provinces.

Provincial elections in Saskatchewan will take place on June 9, it was announced by the Premier (Hon. W. M. Martin) this week. "The most important reason for the holding of an election at the present time," he says, "is the desire of the Government that the business of Saskatchewan should be dealt with on its merits, and not confused with, or affected by, issues which affect the whole of Canada, and questions which are of Federal jurisdiction." The Premier's words were evidently directed against the farmers.

Addressing a Conservative meeting this week, Mr. G. Howard Ferguson, formerly Minister of Lands, Forests, and Mines for Ontario, predicted that the Farmers' Government will be driven from power when they appeal to the country. He declared that there had been a marked change in the attitude of the public toward the Drury Government, and that after the next elections it would be possible to put "the remains of the present hyphenated organisation in a very small corner of the Legislative Assembly in Toronto."

Following hard on the heels of Quebec in the matter of liquor legislation, British Columbia will take over the business on June 15. The new experiment is the result of the referendum which was taken in October last, when there was a majority of 40,000 for the repeal of prohibition. In the Province of Quebec the Government sale of intoxicants has now got under way, the effect so far being to render spirits dearer, but the beer is of a stronger brew than it was under the modified prohibition régime.

Montreal Civic Affairs.

Montreal has just passed through another of its civic whirlstorms. Last year a special Commission, composed of representative citizens, was appointed to draw up a scheme for the government of the city, and, as a result of its labours, a Bill was presented to the Quebec Legislature which provided for the election of fifteen aldermen by five electoral wards, the Mayor to be chosen by the Council. There was also to be a paid Commissioner. At the last moment an alternative scheme was presented to the Legislature, which provided for the old system of a big Council, numbering 35 aldermen, and the election of the Mayor by the people. It was a mystery how this plan came before the Legislature, but the amended Bill was passed, with the result that the people were called upon by referendum to vote upon the two plans of civic government, known as Schedule "A" and Schedule "B" respectively. The plan, which had been drawn up after months of study by one of the most representative Commissions ever appointed, was defeated, the cleavage being racial and religious, and although official organised Labour supported this plan, as it provided for proportional representation and removed the property qualification for aldermen, the rank and file stampeded. The whole history of Montreal's civic government has shown that unless there is a strong controlling business mind at the City Hall, squandermania prevails, combined with inefficiency of administration.

Canteen Funds.

There are three general proposals before the Parliamentary Committee on Pensions as to the disposal of two million dollars, now in the hands of the Receiver-General, in the form of profits made by canteens in the Canadian Expeditionary Force. The first is to hand the amount to the G.W.V.A. for the foundation of scholarships for children, the second to relieve special distress cases such as are not covered by any Government fund, and the third to provide means for poor relatives to visit graves in France.

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A nursery, in charge of qualified Red Cross nurses, for the accommodation of children between the time of their arrival by boat and their departure by train, has been established in the immigration buildings at Quebec.

Robert Hockridge, aged 10, left Liverpool last week by the Canadian Pacific liner *Empress of Britain*. He is travelling, unaccompanied, from Malmö (Sweden) to Edmonton to join his mother. A label attached to his clothing bears the words, "Please look after me. Thank you." By the time he reaches his destination the boy, who cannot speak English, will have covered over 5,000 miles.

THE RUBBER AND TROPICAL PRODUCTS EXHIBITION

(From a Correspondent.)

DURING the last fourteen years several international rubber exhibitions have been held in London, and have never failed to command the widest interest and support. Rubber, however, is only one of the many products for which civilisation has to look to the Tropics, and by a happy forethought the Rubber Exhibition for 1921, which has been in preparation practically since the Armistice, was designed to cover rubber and other tropical products. We say "happy forethought" because rubber has for some months past been in the doldrums. The slump was never anticipated for a moment by anyone in the industry, and it is fortunate that the Exhibition is not confined to a product which is going through so severe an economic crisis. Rubber will, of course, be very much in evidence

SIR OWEN PHILIPPS, G.C.M.G., M.P.,
Hon. President of the Exhibition.

at the Agricultural Hall, Islington, from June 3 to 17, the fortnight during which the Exhibition will be open, and it is hoped that the display may assist that extension of its uses to which all concerned look for some relief from the congestion following over-production.

A Tropical Products Exhibition must inevitably be full of romance and colour. It will bring Nature in her most luxuriant mood to the very heart of London, and give the Metropolis of the British Empire a unique opportunity for realising how much the temperate regions to-day owe to the Tropics. The educational interest must indeed be so great that it would be well if the Exhibition could be transferred at its close to Montreal, Toronto or Winnipeg, and to any other Capital within the Empire which enjoys, with hardly a thought of what they all mean, the good things the Tropics send. If the earth's temperature were to become uniform with that of Canada or Great Britain, cocoa, coffee, tea, rubber, cotton, various vegetable oils, coconuts, numerous fruits, certain woods, rice, etc., would no longer be available. Sugar we might get in sufficient quantities from beet, but that would not be pleasing to many palates. Changed Nature would deprive the markets and the factories of more than half of those commodities which modern civilisation regards as indispensable to its comforts, if not its existence. The chemist might make heroic experiment with substitutes, but essentially the temperate zone would be worse off than was Europe in the days when Genoa and Venice were the emporia for the spices of the East. Civilisation would be thrown back 500 years, with small chance of recovery.

Canadians cannot fail to be specially interested in the Exhibition on various grounds. The Dominion has a big rubber industry; the importance of the Tropics was recognised when the preference arrangement was entered into last year with the West Indies; the possibilities of opening up profitable direct trade relations with the Gold Coast are still being actively explored. The Gold Coast (some account of whose fine exhibit was given in last week's *Canada*) has risen to the occasion and taken considerable space. The West Indies at the last moment decided to withdraw, for reasons not very easy to understand. The Gold Coast section is under the capable supervision of Lieut.-Col. Beckles Willson.

The hon. president of the Exhibition is Sir Owen Philipps, G.C.M.G., M.P., of the R.M.S.P., the Elder Dempster, the Union Castle and other shipping companies, and the organising manager is Mr. H. Greville Montgomery, who last year organised the first Canadian Manufacturers' Exhibition. More than fifty Governments are represented, and for the interest taken in the event by such countries as Portugal, with its 7,000 square feet of floor space, showing what its Colonies can do, Miss Edith Browne, the Overseas Delegate, is entitled to much of the credit. In connection with the Exhibition there will be an International Congress, at which papers will be read by leading scientists and experts on all matters affecting tropical culture, and throughout the fortnight there will be a continuous series of functions, receptions, dinners, garden parties and the like in honour of the foreign delegates and overseas visitors.

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THE GOVERNOR-GENERAL.

Tributes to the Duke of Devonshire.

The Duke of Devonshire is ending his farewell tour of Canada. During the last few months he has been in the Atlantic Provinces and across the Western plains to the Pacific, and is now making his final visit to various communities in Ontario.

According to the practice of Governors-General since Confederation, he and the Duchess spent Empire Day at the Woodbine Races in Toronto. While here he reviewed 7,000 public school cadets and gave his patronage to the inaugural meeting of the Red Cross Campaign Committee, which is launching a movement for greater support for that organisation, and unveiled a tablet to war veterans at Stanley Barracks. At the end of the week he visited Hamilton, and he will renew his acquaintance with Montreal and Quebec before leaving Canada.

During his term of office (says the Toronto correspondent of the *Times*) the Duke of Devonshire has made no attempt to secure popularity in Canada, but he will leave the Dominion having unquestionably won the regard and respect of the Canadian people. He has had throughout the complete confidence of Canadian Ministers and yet maintained intimate and sympathetic relations with the leader of the agrarian movement and the official leaders of the Liberal Party.

At a luncheon of the Royal Society of Canada, at Ottawa, presided over by Mr. A. P. Coleman the latter paid a tribute to the Governor-General. Never, he said, had there been any Viceroy more universally liked, and never had Canada had a Viceroy who showed so much intelligent interest in the intellectual side of Canada's development.

The Toronto *Globe* says that General Lord Byng of Vimy is still favourite in Canada for the Governor-Generalship, but remarks that Canada has not the deciding voice.

"Our next Governor-General should, we think, be either a member or an ex-member of the British House of Commons, one not only versed in democratic principles and with social gifts, but possessed as well of parliamentary knowledge and political instinct. It should not be difficult to find such a man. On the contrary, it is one of the great things about Britain that she has almost a surplus of statesmen imbued with Parliamentary outlook and tradition."—*Ottawa Journal.*

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A considerable quantity of Canadian coal has been delivered at the Glasgow gasworks.

CANADA'S INLAND WATERWAYS.

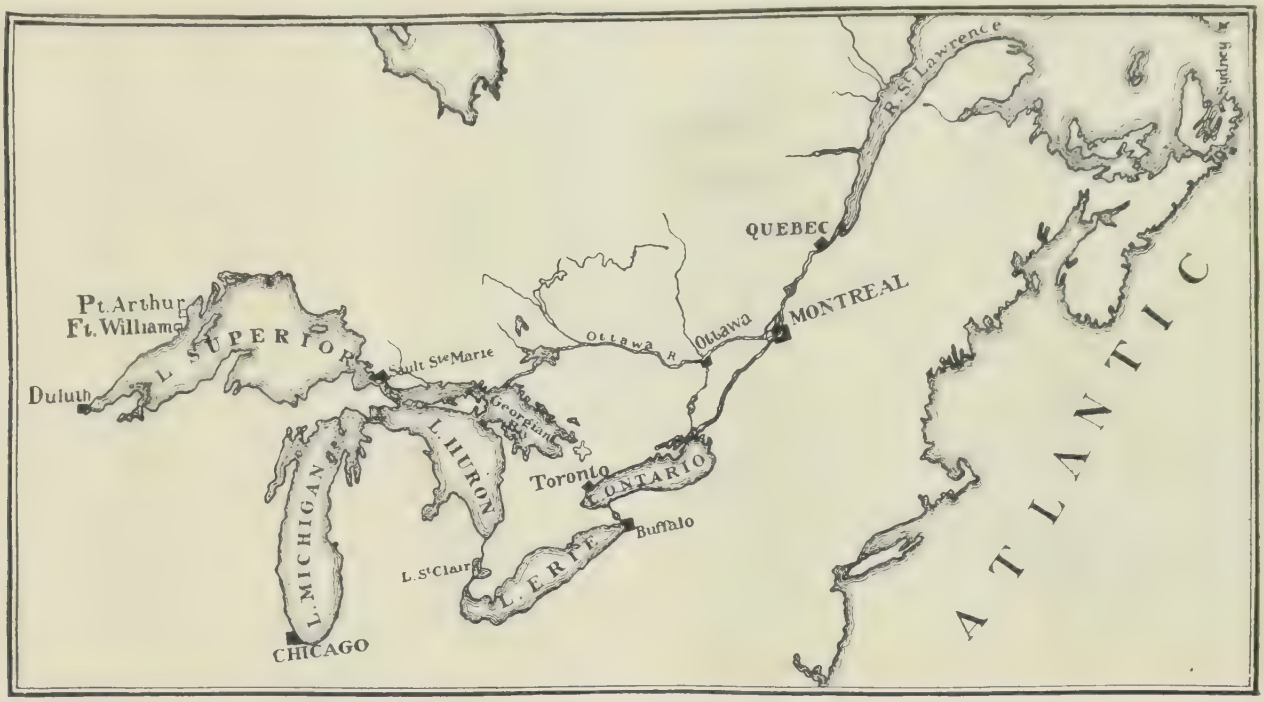
Their Importance from an Imperial Standpoint.

By Lt.-Col. W. Grant Morden, M.P.

Address delivered by Lt.-Col. W. Grant Morden, M.P., Deputy Chairman of the London Advisory Committee of the Canada Steamship Lines, Limited, at the monthly dinner of the Rotary Club of London last week.

IT is difficult for one to visualise the possibilities of the great Canadian inland waterways unless one has sailed up the wonderful Gulf of St. Lawrence into the blue transparent waters of the majestic St. Lawrence and through those incomparable inland seas, Ontario, Erie, Huron, and Superior, and found oneself in the heart of the great North American Continent.

Port Arthur, Fort William, and Duluth seem a far cry from England, but wherever you have through water transportation distances are no bar to commerce, though the distance is not so great as people are generally prone to think. For instance, from Liverpool to the Straits of Belle Isle, the mouth of the St. Lawrence, is only a distance of 1,757 miles. From there the great inland waterway reaches to Duluth, a distance of 2,339 miles. There is nothing in the world to compare with the size or the importance of this waterway. Taking it by stages, it is 1,003 miles from Belle Isle to Montreal, from Montreal to Port Arthur or Fort William it is 1,214 miles, making a total of what I might call the inland distance 2,217 miles, or a total distance from Liverpool to the head of the Great Lakes of 3,974 miles.



THE ST. LAWRENCE AND THE GREAT LAKES.

When one considers that the distance from Liverpool to New York is 3,166 miles, and that by this great waterway it is only 800 miles further to reach into the very heart of the North American Continent, it is possible to form some idea of the value this should be to a great maritime country like Great Britain.

The predominating question in the mind of every thinking man to-day is, how are we to get back our world trade? During the past six years world-wide conditions have changed to such an extent that, to my mind, we will never regain many of the markets that we have had in the past. We must therefore look to the development of other markets, and particularly markets in our own Dominions, which to a great extent have been in the past largely controlled by foreign countries. Even to-day I regret to state that Canada is purchasing three times as much in the United States as she is in this country.

Let us take the position that exists for the moment in Germany. At the present time there are in Germany more cattle and horses than in this country. They still own twice the quantity of coal that we have here. They have the richest agricultural land in Europe. Their railways are well equipped and their rates much below rates in this country. Their men are working, in many cases, 14 hours a day. Last year 63 of the great industrial companies, operating in practically every commercial field, paid an average dividend of 28 per cent., and this on largely increased capital. And lastly, but of the greatest importance, they have a wonderful waterway, the Rhine, traversing the country, with the inlet from the North Sea and the outlet reaching to Turkey. This great inland waterway gives them the advantage of cheap transport, which, as every industrial and commercial man knows, is of the most vital importance. I will not dilate on our position in this country as compared with the German position, as I am sorry to say the comparison would not make pleasant hearing.

Let us see, however, how we can meet this situation, and it is for that reason that, when I was kindly invited to be your guest here to-day, I took as my subject "The Great Inland Waterways of Canada from an Imperial Standpoint."

I have already pointed out the distance by water from here to the twin cities of Port Arthur and Fort William, which are the gates to the Canadian West, where there are millions of acres of the finest wheat-growing land in the world, millions of acres of breeding ground for cattle, all waiting for development, and which, as they are developed, can supply this country with its entire food requirements, and, on the other hand, open up a vast market for our manufactures. There is a market there which, if developed, can help to keep our factories of this country employed, and if full use is made of this great waterway which extends from here to the Canadian West we can achieve a degree of independence from the outside world that can be won in no other way.

I propose to dwell now briefly on the position of the waterways in Canada at the present time, and to give you some idea of the traffic that is being carried there and the method in which it is dealt with.

Montreal is to-day the second largest port on the North American Continent. At the present time the system of canals in the St. Lawrence River from Montreal to Lake Ontario permits only of vessels of approximately 250 ft. in length and 14 ft. draught passing through them. On the other hand, the Canadian Government are now completing the new canal between Lake Ontario and Lake Erie, which will be 25 miles in length, having seven locks, each lock being 800 ft. in length, 80 ft. in width, and with a depth of 25 ft., which can be increased to 30 ft. This contrasts with the original Welland Canal, which was built in 1833, and which was 27½ miles long, having 40 locks, each lock being 110 ft. in length, 22 ft. in width, and with a depth of 8 ft. The original Sault Ste. Marie Canal was constructed in 1798, the lock being 38 ft. long and 8¾ ft. wide. The present lock is 900 ft. long, 60 ft. wide, with 22 ft. of water on the sills.

In addition to this there are four American canals at "the Soo," so you will see that from the head of the St. Lawrence to the Upper Lakes vessels of the largest type can operate, and plans are being seriously gone into by the Canadian Government with the idea of rebuilding the St. Lawrence canals to conform with the other canals, so that the largest lake freighters can come down to the sea. This is a project of vast importance to Canada and this country. The building of these canals will provide several millions of cheap water-power, the sale of which will undoubtedly pay for the entire cost of the construction of the canals.

Now I will try to give you some idea of the amount of cargo which is at present moved on these waterways. According to the Lake Carriers' Association's annual report for 1920, 58,527,226 tons of iron ore were carried in 1920, an average of over 8,502 tons per cargo. Since 1854 over one thousand million tons of iron ore have been carried on the Great Lakes. Last year, according to the same report, 26,409,710 tons of coal were carried on the Great Lakes and 7,821,980 tons of grain. Other miscellaneous cargo made up a grand total of 106,518,531 tons. The total carrying capacity of Canadian and American vessels on the inland waterways amounts to nearly 4,000,000 gross tons.

In 1920 there were 102,061,490 bushels of grain moved by water from Fort William and Port Arthur, and I am glad to say that, of the 528 cargoes which this grain made, only 35 were carried in American vessels.

PURCHASED BY THE CANADIAN BANK OF COMMERCE (SEE PAGE 283).

The tall twelve-storey building of the Union Trust Company, on Main Street, Winnipeg, next door to the present building of the bank (on its left).

You will be able to judge by these tremendous figures what a part these waterways are already playing, particularly in the internal trade and development of Canada and the United States.

The principal cargoes carried on the inland waterways are iron ore, coal, grain, pulpwood, and miscellaneous freight. Pulpwood and paper ten years ago were a very small factor. In 1911 the total exports from Canada of paper amounted to $3,924,452; chemical pulp, $1,308,101; and mechanical pulp, $4,407,431—total, $9,741,044. For the year ending March 31, 1920, the exports of paper amounted to $63,253,419; chemical pulp, $33,000,064; mechanical pulp, $8,383,419—a grand total of $104,636,901. The pulp and paper now call for the diversion of 29 vessels with a capacity to move 62,600 net tons of coal on a single trip.

Anyone who understands anything about traffic, and who is not aware of the despatch facilities in existence on these waterways, would not believe it possible for these millions of tons of commodities to be moved in a short season, which is usually only from May 1 until the middle of November. The secret of it all is the marvellous despatch, and I will give you one or two instances.

In reading the Lake Carriers' Association's annual report for 1920 I notice that the *W. Grant Morden*—a ship named after myself—which is the largest bulk freighter in the world, carried a cargo of iron ore from Duluth to the Canadian "Soo" of 15,833 net tons. The loading time of this ore was under an hour and a half. This same ship loaded, on June 7, 15,500 net tons of soft coal at Lorraine and delivered it at Port Arthur on June 10, a distance of about 1,000 miles. I may say that this vessel has also carried the record cargo of wheat and oats, namely, 503,156 bushels of wheat and 760,000 bushels of oats, equal to about 16,000 tons.

Now let me give you the records for rate of loading and discharging. Coal is loaded at the rate of over 2,000 tons per hour, or 7½ hours for 15,000 tons; iron ore, 7,800 tons per hour. Last June 13,088 tons were loaded in one ship in 1 hour and 35 minutes, and were discharged in four hours, or at the rate of 53 tons per minute, or 3,680 tons per hour. This same cargo would probably take 15 to 20 days to discharge, for instance, in the Clyde. Think of it, four hours to 20 days!

The average time in port for these great lake freighters is about 9 hours and 30 minutes. A ship is only making money when it is moving, and, as you will see by these figures, the ships on these waterways are kept on the move.

During the war the Canada Steamship Lines loaded iron ore at Duluth, carried it to Lake Erie ports, a distance of approximately 1,000 miles, and discharged it there for 4s. per ton, which works out at about one-fifth of a halfpenny per ton per mile. The same company loaded coal at Lake Erie ports, carried it for 1,000 miles to Port Arthur and Fort William, discharged it there, and were paid 2s. per ton, or about one-tenth of a halfpenny per ton per mile, and they made money at this rate. Compare this with the cost of discharging at any of the ports in this country. The cost of discharging ore, we will say in the Clyde at Glasgow, is over 5s. per ton, whereas, as I have just pointed out, ore was loaded, carried for 1,000 miles, and discharged for 4s. per ton.

In Newfoundland we have the largest deposits of iron ore in the world. In Nova Scotia we have the largest coal deposits in the world. These properties are now entirely under British control through the British Empire Steel Corporation.

To sum up everything, we have within a short sailing distance of this country: (1) Our future food supplies; (2) a market for our manufactures; (3) a prosperous country to which to send our surplus population; (4) unlimited supplies of iron ore and timber.

To my mind it is all a question of transport. The reason why I have given you the figures regarding loading and discharging on the Canadian waterways and a comparison between there and the ports of this country is to bring home to you the necessity for the use of modern equipment in the ports of the United Kingdom. With proper terminal facilities here, trade, instead of going north and south in Canada, will go east and west, and the heart of the Canadian West will be at the door of the Mother Country here.

I am sure, therefore, you will agree with me that from the Imperial standpoint the Canadian waterways are of the utmost importance, and that if we pursue a line of development of our terminal facilities here to conform with terminal facilities on the other side we will put ourselves in a position to develop inter-Empire trade to an extent never dreamed of before.

With Canada, our greatest Dominion, so readily accessible, properly coupled up with a modern transport system, the favourable position that Germany holds will disappear, and we will be able to regain the position of wealth, independence, and supremacy which has been the proud boast of the British race for so many centuries.

Photographs of shipping on the Great Lakes appear on our centre double-page.

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SHORTEST ROUTE TO FORT NORMAN.

A resolution memorialising the Federal Government to extend the Yukon trunk road and telegraph system to Fort Norman oil fields, in the Mackenzie Valley, was unanimously adopted by the Yukon Legislature.

According to the memorial this is the shortest possible route to Fort Norman. The present Federal Government road system, extending the length of the Yukon, now reaches within 360 miles of Fort Norman, thus necessitating building only of the last remaining link to give through connections to the coast at Skagway, where large liners ply, connecting with Prince Rupert and Vancouver the year round.

The memorial states that, with possible new short cut-offs to Mayo, it would be not exceeding 800 miles to Fort Norman, and the route would have the advantage of giving service to both the Yukon and Mackenzie territories.

—* *—

Mr. R. R. Jones, who went to Portage la Prairie District in 1919, from Lincoln, Illinois, paid $60 per acre for a holding of 540 acres. His wheat yield in the 1920 harvest was 30 bushels per acre, which he sold for $2.75 per bushel, receiving $19,000 for the entire crop, or over half of the price he paid for his farm.

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication.

The Duke of Devonshire celebrated his 53rd birthday last Tuesday.

* *

The Duke and Duchess of Devonshire, accompanied by the Marquis and Marchioness of Hartington, will visit Montreal from June 11 to 14.

* *

A banquet will be given on June 15 by the Empire Development Parliamentary Committee of the House of Commons to the Prime Ministers of the Dominions.

* *

To meet the Dominion Prime Ministers, the English-Speaking Union are giving a dinner at the Connaught Rooms on Wednesday, June 22. Mr. Churchill will preside.

* *

The Dominion Premiers will attend a dinner promoted by the United Kingdom branch of the Empire Parliamentary Association in the Royal Galleries at the House of Lords on the evening of June 24. The chair will be taken by the Lord Chancellor, and the speech of welcome will be delivered by the Prime Minister.

* *

Edinburgh Town Council has resolved to confer the freedom of the city on the Right Hon. Arthur Meighen, Prime Minister of Canada, and the Hon. R. A. Squires, Prime Minister of Newfoundland, on the occasion of their forthcoming visit, these being the only two of the visiting Prime Ministers who who not already received the freedom of the City of Edinburgh.

* *

Mr. Squires, however, will be unable to attend the conference on account of pressure of duties at home. A cablegram to this effect was received by the High Commissioner on Monday. The continued illness of the Hon. H. Brownrigg, Minister of Finance, has thrown considerable additional work on Mr. Squires.

* *

Among the presentations to the King at the Levee at St. James's Palace on Monday were Sir Frank Barnard, K.C.M.G.; Capt. Sir Ion Hamilton Benn, Bt., C.B., D.S.O.; Sir Charles Bowring, K.B.E., C.M.G.; Capt. George N. Dickenson, Canadian Engineers.

* *

Among those present at the Empire Day parade in Hyde Park last Saturday, which was attended by Queen Alexandra and the Duke of Connaught, were Sir Frank and Lady Barnard, Sir George McLaren Brown, Sir Edgar Bowring, the Hon. W. E. and Mrs. Foster, Mr. and Mrs. John Howard, and Mrs. J. S. Munn.

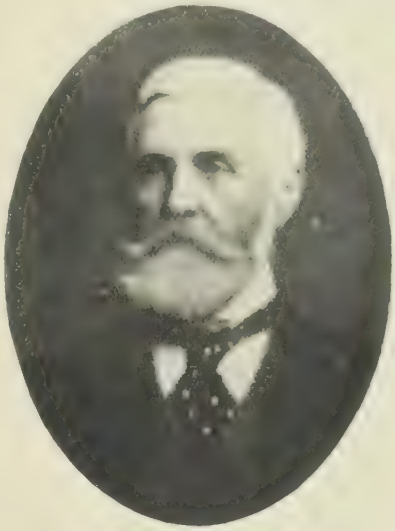
* *

Sir Daniel McMillan, formerly Lieutenant-Governor of Manitoba, was presented at Winnipeg on May 10 with an illuminated address in honour of the 50th anniversary of his receiving the first degree in Masonry, by a deputation from Prince Rupert's Lodge, No. 1.

* *

Major-General G. S. Ryerson and Mrs. Ryerson, of Toronto, have taken a house near Maidenhead for the rest of the summer.

Mr. Richard B. Angus, who reached Claridge's Hotel, London, last week from a tour in France and Italy, accompanied by his daughter, Mrs. Martin, and her husband, Dr. Martin, celebrated his 90th birthday on Saturday last. Mr. Angus is a native of Bathgate, Scotland, and joined the staff of the Bank of Montreal in Canada in 1857, becoming its president in 1910. He has long been regarded as one of Canada's most prescient and



MR. R. B. ANGUS,
Of Montreal, who was 90 last Saturday.

highly-respected financiers, and played a prominent part in the successful financing of the Canadian Pacific Railway in the year preceding its completion. Mr. Angus has made many handsome contributions to hospitals and other institutions and societies in Montreal and elsewhere. In 1910 he received the offer of knighthood. Mr. Angus, who is in excellent health, will probably return to Montreal with Dr. and Mrs. Martin by the R.M.S. *Empress of France* next Wednesday.

* *

The University of New Brunswick has conferred the degree of D.C.L. on Lord Beaverbrook and the Hon. F. B. Carvell. Owing to his absence in England, the conferment of the degree on the Premier, the Hon. W. E. Foster, was postponed until next convocation.

* *

Col. H. W. Blaylock, C.B.E., leaves Liverpool to-day (Saturday) by the R.M.S. *Megantic* to be present at the convocation of the University of Bishop's College, Lennoxville, P.Q., on June 16, when he is to receive the honorary degree of D.C.L.

* *

Sir George Perley and Sir Edgar Bowring were present at the luncheon given on Friday of last week in honour of Mr. Massey, Prime Minister of New Zealand.

* *

The Hon. C. C. Ballantyne, Minister of Marine, Fisheries, and Naval Defence, and Mrs. Ballantyne, intend to sail for England on June 21.

Mr. A. C. Stead returned to Montreal by the R.M.S. *Metagama* on Wednesday.

* *

Mr. and Mrs. Ward C. Hughson return to Ottawa by the R.M.S. *Megantic* to-day.

* *

Mr. and Mrs. Arthur Pepler have returned to London after spending the winter in the South of France.

* *

Mr. Blair Gordon has been visiting his mother, Lady Gordon, in Paris, from whence she will come to London shortly.

* *

Mr. Thomas Bradshaw, who was for many years City Treasurer of Toronto, and is now connected with the Massey Harris Co., Ltd., is expected in London next week.

* *

Mrs. J. D. Reid, wife of the Minister of Railways, has arrived in England from Ottawa on a visit of two or three months.

* *

Mr. and Mrs. Herbert Outerbridge recently arrived in England from St. John's, Newfoundland, and have gone to France for an indefinite stay.

* *

Mrs. John Browning, of St. John's, is also in London for the wedding of her cousin, Col. Bernard, and Miss Harris.

* *

Maj-Gen. P. E. and the Hon. Mrs. Thacker are spending the summer at their fishing cottage on Lake St. Joseph, Quebec.

* *

Dr. C. A. Hodgetts, C.M.G., who preceded Col. H. W. Blaylock, C.B.E., as Commissioner of the Canadian Red Cross Society in England, has resigned the position of Medical Adviser of Public Health at Ottawa, which he had held since his return from London in 1917.

* *

The Hon. J. N. Caron, Provincial Minister of Agriculture, has returned to Quebec from the Johns Hopkins Hospital, Baltimore, having completely recovered from his illness. He visited Bermuda after leaving Baltimore.

* *

Sir George Perley, Sir Edward Kemp, and Sir Edgar Bowring were present at the Guildhall on Tuesday on the occasion of the admission to the Freedom of the City of H.R.H. Prince Henry; as also were Sir Hamar and Lady Greenwood and Sir Frank and Lady Barnard.

* *

Lt.-Col. P. Pelletier, Agent-General for Quebec, accompanied by Mme. Pelletier, leaves Southampton to-day (Saturday) by the R.M.S. *Aquitania, en route* to Quebec, and expects to be absent from London for three or four months. Col. Pelletier has greatly improved in health during the last two weeks.

* *

Lord Beaverbrook gave a dinner last week at the Hyde Park Hotel in honour of Mr. Otto Kahn, the well-known American banker and financier, who played so important a part in influencing the United States in favour of the Allies during the war. Those present were strikingly representative of public men of different classes, including Mr. Winston Churchill, Mr. Ian Macpherson, Lord Ashfield, Lord Dalmeny, Sir Edward Hulton, Mr. E. S. Montagu, Sir Edward Goulding, Mr. James Rothschild, Mr. J. L. Garvin, the Hon. Rupert Guinness, and the Hon. W. E. Foster, Premier of New Brunswick. High tributes were paid to Mr. Kahn by Mr. Churchill and Mr. Garvin.

(*Continued on page 280*)

PURELY PERSONAL (*continued*).

Mr. Thomas Mulvey, Under-Secretary of State and King's Printer, and Maj. H. S. Relph have left Ottawa for England to deal with the questions of naturalisation and reparations.

* *

Mrs. Magann, of Toronto, is staying at Claridge's Hotel.

* *

Dr. H. M. Adami, Principal of Liverpool University, has left for Montreal by the R.M.S. *Cedric*.

* *

Among the arrivals from Canada by the R.M.S. *Megantic* on Sunday last were:—The Hon. Duncan Marshall, Minister of Agriculture in the Alberta Cabinet; Major-General Garnet B. Hughes, Lady Kingsmill, Dr. Irving H. Cameron, Mrs. Cameron, Mrs. M. C.

HON. DUNCAN MARSHALL.
Minister of Agriculture, Alberta, who has arrived in England.

Henshaw, Mr. C. A. Hodgkinson, Mr. and Mrs. F. E. Miller and Dean C. E. Moyse, of McGill University, and Mrs. Moyse.

* *

The arrivals from Quebec by the R.M.S. *Victorian* on Tuesday included Professors P. T. Lafleur and G. R. Lomer, of McGill University; Mr. and Mrs. C. A. Magrath, Rev. R. Bruce Taylor, D.D., Principal of Queen's University, Kingston, Ont.; Prof. G. M. and Miss Wrong, Toronto.

* *

Departures by the C.P.R. *Empress of Britain* last week were Mrs. J. H. Burland, Montreal; Lt.-Col. Herbert Molson, Montreal; Mr. and Mrs. W. Sebag-Montefiore and family, Westmount; Mr. and Mrs. C. J. Musson, Toronto; Col. C. E. and Miss Sunder, Woodstock, N.B.; Baron and Baroness von Bissing and family, Jersey, C.I.; Mr. and Mrs. G. H. Vroom, St. John's, N.B.; and Lt.-Col. Sir A. T. Wilson, London.

* *

At a meeting of the Senate of London University, held on May 24, Dr. R. R. Gates, M.A. (Mount Allison), B.Sc. (McGill), Ph.D. (Chicago), was appointed to the University Chair of Botany at King's College, in succession to Professor W. B. Bottomley. Dr. Gates, who has been Reader in Botany at King's College, was also appointed delegate at the inauguration of the President of Yale University.

* *

Sir Campbell Stuart during his stay in Toronto was the guest of Sir John and Lady Willison. He is visiting Kingston, Ottawa, and other cities before returning to London

Mr. W. de V. Le Maistre sailed for Canada by the R.M.S. *Metagama* on Wednesday.

* *

Col. C. W. Peck, V.C., M.P., who will command the Canadian Bisley team in England, will have Major C. W. Butler, Western Ontario Regiment, London, as adjutant.

ENGAGEMENTS AND MARRIAGES.

Sir Andrew Macphail, of Montreal, announces the engagement of his daughter, Dorothy Cochrane, to Dr. L. M. Lindsay, son of Mr. Robert Lindsay, of Montreal. The marriage is to take place on June 14.

* *

The engagement is announced of Mrs. Howard Putnam, Montreal, to Major Reginald H. Lamb, M.C., formerly of the 24th Battalion. The marriage will take place early this month.

* *

Mr. and Mrs. F. G. Pennal, of Minneapolis, formerly of Montreal, announce the engagement of their only daughter, Freda, to Mr. Frederick J. Mills, son of Mr. and Mrs. Charles Mills, of Hamilton, Ont. The marriage will take place this month.

* *

The marriage arranged between Maurice Rooke Kingsford, youngest son of the late Mr. R. E. Kingsford, M.A., LL.B., and Mrs. Kingsford, of Toronto, and Mary Constance Eugenia, eldest daughter of the Rev. Algernon Dudley Ryder, of Maresford Rectory, Sussex, will take place at St. Michael's, Chester Square, on Thursday, July 7, at 2.30.

* *

At Kingston, Ont., on May 17, the marriage was solemnised of Agnes McCausland, daughter of the late Mr. and Mrs. George Richardson, and Col. Frederick Etherington, M.D., C.M.G., who commanded No. 7 Queen's Hospital during the war.

* *

The engagement is announced of Irene Gladys, only daughter of Mr. and Mrs. M. M. Chapman, of Winnipeg, to Mr. Veric Benson, of the staff of the Bank of Montreal, Montreal. The marriage will take place at Fort Rouge Methodist Church on June 7.

* *

Mr. and Mrs. John Crawford, of Rosemount, announce the engagement of their youngest daughter, Jeanie Mackie, to Mr. William Merry Fergus, of Montreal, second son of Mr. and Mrs. John Fergus, of Glasgow, Scotland. The marriage will take place about the end of June.

* *

Mrs. W. W. Craig, Bishop Street, Montreal, announces the engagement of her daughter, Evelyn, to Mr. Harold E. A. Rose, son of the Rev. Dr. S. P. Rose, also of Montreal. The marriage will take place on June 8 at Montreal.

* *

The marriage of Rachel Perley, youngest daughter of the late E. Elliot Webb and of Mrs. Webb, of Quebec, to Capt. Denis Stairs, M.C., Halifax, N.S., has taken place at the Cathedral of the Holy Trinity, Quebec.

* *

The marriage of Miss Amorel Harris and Lt.-Col. A. E. Bernard, M.C., particulars of which appeared in last week's *Canada*, took place at St. Martin's-in-the-Fields, Trafalgar Square, last Wednesday. Capt. Victor Gordon was the best man. The honeymoon is being spent in the lake district of Italy, after which Colonel and Mrs. Bernard will take up their residence in Genoa, where Col. Bernard is Newfoundland's trade representative for Italy.

WHERE TO GO AND WHAT TO SEE

A Weekly Bulletin of Amusement Round London.

OUT-OF-DOORS.

CRICKET.

LORD'S (St. John's Wood Road Station, Met.). — Saturday, 4, Australians v. Middlesex; Wednesday, 8, Middlesex v. Yorkshire.

THE OVAL (Oval Station, City & South London Railway).—Wednesday, 8, Surrey v. Northamptonshire.

RACING.

KEMPTON PARK.—Saturday, 4.

LEWES MEETING.—Monday, 6, and Tuesday, 7.

POLO.

HURLINGHAM.—Saturday, 4, England v. The Rest; Wednesday, 8, Americans v. Hurlingham (Practice Game).

RANELAGH. — Saturday, 4, Americans v. Ranelagh; Monday, 6, Ranelagh Open Cup (commences). Tuesday, 7, Ladies' Kennel Association Show. Wednesday, 8, Open Cup (semi-final), Ranelagh Horse and Polo Pony Show.

ROEHAMPTON. — Saturday, 4, Roehampton Open Challenge Cup (Final). Tuesday, 7, The "Polo Ball." Wednesday, 8, England v. Roehampton.

MISCELLANEOUS.

ZOOLOGICAL GARDENS Regent's Park.

THE KING opens the new Southwark Bridge, Monday, 6.

RICHMOND ROYAL HORSE SHOW.—Thursday, June 9-Saturday, 11.

LONDON AERODROME, Hendon. — Passenger Flights.

INDOORS.

THEATRES, ETC.

ALDWYCH, Strand.—Matinees only. "The First and the Last" and "The New Morality." (Owen Nares, Meggie Albanesi.) Evenings, "Love Among the Paint Pots."

AMBASSADORS, West Street, W.C.2. — "If." (Henry Ainley, Gladys Cooper.)

COMEDY, Panton Street.—"A Family Man." (Norman McKinnel.)

EVRYMAN. — Hampstead Tube Station.—"Man and Superman."

GAIETY, Strand. — "Pins and Needles." (Maisie Gay.)

HIPPODROME, Charing Cross Road.—"The Peep Show." (Stanley Lupino.)

PRINCE OF WALES, Coventry Street.—"The Gipsy Princess."

PRINCES, Shaftesbury Avenue.—Russian Ballet. (Serge Diaghileff.)

Varieties

COLISEUM, St. Martin's Lane.

MASKELYNE'S Theatre of Mystery, Langham Place.

PALLADIUM, Argyll Street, Oxford Circus.

MADAME TUSSAUD'S Exhibition, Baker Street.

OLYMPIA, Addison Road (Kensington Stn.).—Royal Naval and Military Boxing Championship. Monday, 6th, and Tuesday, 7th.

CONCERTS.

WIGMORE HALL, Wigmore Street.—Saturday, 4th, violin recital, Angell Grande.

QUEEN'S HALL.—Wednesday, 8th, song recital, Amy Evans and Fraser Grange, assisted by Gladys Chester (Canadian violinist).

CINEMATOGRAPH THEATRES.

ALHAMBRA, Leicester Square.—Mark Twain's "A Yankee at the Court of King Arthur."

PALACE, Cambridge Circus.—Douglas Fairbanks in "The Mark of Zorro."

STOLL, Kingway.—Soava Gallone in "On With the Motley."

EXHIBITIONS.

ROYAL ACADEMY, Piccadilly.—Summer exhibition.

FRENCH GALLERY, 120, Pall Mall.—112th Exhibition.

LEICESTER GALLERIES, Leicester Square.—Max Beerbohm Exhibition.

MAYFAIR CARTOON GALLERY, 43-44, New Bond Street.—Cartons by "Spy" and others.

GRAFTON GALLERIES, 8, Grafton Street, W.1.—International Society of Sculptors, Painters and Gravers.

LECTURES, ETC.

PHILHARMONIC HALL, Great Portland Street. Ross-Smith Flight to Australia.

THE MARITIME PROVINCES: THEIR RICH NATURAL RESOURCES.

THE history, the progress and influence of the Maritime Provinces would (says the May Commercial Letter of the Royal Bank of Canada) appear to be out of all proportion to the population. Less than a million persons—933,000 make up the aggregate population of Nova Scotia, New Brunswick, and Prince Edward Island.

For many years, in Nova Scotia, the products of the fisheries, the forests, and the orchards were of first importance commercially, but with the advent of the present century they have been forced into a position of secondary importance by an increasing output of coal and steel, and an accompanying general industrial development.

Nova Scotia's Mines.

Mining is one of the principal industries of Nova Scotia. It occupies, however, only a secondary place in the industrial life of New Brunswick, and exists not at all in Prince Edward Island. The principal mineral wealth lies in the deposits of coal, gypsum, and limestone, although within the borders of Nova Scotia almost every species of ore is found, including gold. But the chief mineral is coal. Some four hundred square miles in Cape Breton are underlain by seam below seam of rich bituminous coal, and these are the only large deposits in America that are situated directly on tide water. The exploitation of this vast wealth began in a feeble way as early as the seventeenth century. It was not, however, until the year 1893 that the industry began to progress by leaps and bounds. The output for the decade 1901-10 was approximately 45,000,000 tons, being more than double that of the previous ten years period; and it is estimated that the yield for the ten years ending 1920 will show an increase of more than ten million tons over that of 1901-10, in spite of the fact that in the war years production was almost cut in half.

Closely allied to the coal industry is the iron and steel industry, which, as a matter of fact, was established at the end of the last century in order to find a steady customer for the huge quantities of coal, and at the same time to provide for the rapidly growing demand for steel products for new railways and industries. Practically all the iron ore is procured from the large deposits on Bell Island, Newfoundland, and the limestone and dolomite used in the manufacture of steel are drawn from the quarries of Cape Breton. During the war years the output of steel products more than doubled. There has been a decrease in the yield since the Armistice, and the value for 1920 was 15½ million dollars.

The manufactures next in importance to iron and steel products are railway cars, ships of both steel and wood, preserved fish, lumber products, oil and refined sugar. The total value of the manufactures in 1918 exceeded a quarter of a billion dollars, two-thirds of which (160 millions) was contributed by Nova Scotia.

New Brunswick's Farms and Forests.

The forest products of New Brunswick rank next in value to the products of the farm, in fact, two-thirds of the land area may be regarded as productive forest land, and the standing timber is estimated at twenty-two million feet; in 1919, the production amounted to a quarter of a billion feet.

The two greatest all-the-year-round ports in Eastern Canada are Halifax and St. John. In addition to European trade of yearly increasing proportions, the situation of these ports renders them peculiarly well adapted for Canada's growing trade with the West Indies and South America. Halifax has one of the finest harbours in the world, and the construction of railway terminals by the Dominion Government at a cost of 35 million dollars has made it a port with unrivalled facilities. In the years 1914-1918 the export trade of St. John increased from 21 to 200 millions; and to St. John also will be accorded the distinction of having the largest dry-dock in the world

Prosperous Prince Edward Island.

The prosperous little Province of Prince Edward Island has no share in the mineral wealth of its larger neighbours, nor in their manufacturing industries. Nevertheless, for the year 1920, its public accounts showed a surplus of more than $50,000, and a reduction in the debt of $20,000. Agriculture is the staple industry; and the live stock averaged 119 head to the square mile, compared with 26 in Nova Scotia, and 16 in New Brunswick. The unique and successful industry of fox-farming, which originated on the Island, is becoming an increasingly important asset. In the initial stages, the sale of animals to new establishments predominated; now, however, the industry is operating on the lines for which it was established—the production of fur. Its record has been one of rapid development. At the present time the estimated capitalisation is sixteen million dollars, and the annual value of the sales of Island fox fur is approximately two and a quarter millions. In the 1919 season six thousand pelts were produced, and fifteen hundred fox-pups were exported to various places, including Norway and Japan. The prosperity of the industry has been of great benefit to the Provincial Government, as the tax levied on foxes has provided a substantial increase to the ordinary revenue account.

THE NASHWAAK RIVER, ONE OF NEW BRUNSWICK'S MOST PICTURESQUE STREAMS, JOINS THE ST. JOHN ALMOST OPPOSITE FREDERICTON, THE CAPITAL.

Photograph: "Canadian Illustrated Monthly."

ONTARIO PROVINCE.

OTTAWA.—Within the space of twenty minutes the Private Bills Committee of the House passed 21 Divorce Bills.

TORONTO.—A memorial tablet to members of the National Club who made the supreme sacrifice in the Great War was unveiled by Col. George T. Denison, Brig.-Gen. Chas. H. Mitchell giving the address. At the annual general meeting of the Club officers were elected for the ensuing year as follows:—President, Mr. Geo. E. Scroggie; vice-presidents, Messrs. John Turnbull and C. B. McNaught.

——The estate left by the late Sir William James Gage was valued at $900,660. By his will the remainder of his estate, after providing for annuities to his family, is divided equally among the Toronto Free Hospital for Consumptives, the National Sanatorium Association, and the Grafton Homes Corporation for Widows and Dependents.

——At the second annual meeting of the Canadian Daily Newspapers' Association, held here, the following officers were elected:—President, Mr. J. E. Atkinson, *Star*, Toronto; vice-president, Mr. F. J. Burd, *Province*, Vancouver; treasurer, Mr. Irving Robertson, *Telegram*, Toronto.

——The Ontario Liquor Commission has decided that no physician may issue more than 50 liquor prescriptions in twelve months.

PETERBORO'.—In the presence of the medical staff of Nicholls Hospital and members of the Hospital Board a brass tablet was unveiled in memory of Dr. J. T. Halliday, who died last year after serving for 35 years on the staff of the hospital.

GODERICH.—The total assessment for 1921 is $2,595,062, an increase of $160,000 over 1920.

——Fire completely destroyed the boiler shops of the National Shipbuilding Co. on Maitland Street. The loss is about $100,000 and the insurance $75,000.

GALT.—The aldermen of this city have voted themselves remuneration of $5 a day for attending Council and committee meetings, the total to be received by each member not to exceed $250 a year.

COBALT.—Cobalt's population has decreased by 615 persons in the past year, and the number of inhabitants this year is 4,421, according to a report made by Mr. J. T. Fortin, assessor.

WINDSOR.—The tax rate for this city for 1922 will be 28 mills.

PORT ARTHUR.—Employees of the Port Arthur Shipbuilding Co.'s plant have accepted a reduction of 17 per cent. in wages, effective May 1. The working hours have been increased from 48 to 55 per week.

QUEBEC PROVINCE.

QUEBEC.—The Hon. Walter Mitchell, Provincial Treasurer, has been authorised by the Provincial Executive Council to contract a loan of $6,000,000. $3,000,000 will be used for the grants of $1,000,000 each made to the Universities of McGill, Montreal, and Laval, and $3,000,000 for good roads. The issue will be at a term of 15 years and the bonds will bear 5½ per cent. interest.

——The contract for the roofing of the new Château Frontenac wing has been awarded to the firm of Macfarlane and Douglas, of Ottawa, for $29,864.

——At a preliminary meeting of the new Quebec Exhibition Commission, Mayor Samson was elected president, Mr. Antonio Grenier vice-president, and Mr. Georges Morrisset secretary. The annual fall fair will be held from September 3 to 10.

——The Quebec Game Laws, as amended during the session of 1920, fixed the beginning of the open season as September 20, but this is amended by the Cabinet, and the open season this year will begin ten days earlier, on September 10.

MONTREAL.—Statistics of the cheese industry show that the Provincial Cheese Organisation, through its head office in Montreal and the four branch offices at Quebec, Princeville, Three Rivers, and Herbertville, Lake St. John, did a total business for the year 1920 of $9,724,042, or an increase of $1,430,375 over 1919. Since its organisation it has done a total business of over $40,000,000. The number of members is 8,153, with a subscribed capital of $151,770, of which $97,232 is paid up. The Association has its own abattoir at Princeville, and last year established a butter factory and poultry station at the same place.

——The Corporation of Professional Engineers of Quebec at the Engineering Institute of Canada, 176, Mansfield Street, elected as president Mr. A. R. Decary; vice-president, Mr. K. B. Thornton; secretary, Mr. F. B. Brown.

——The exemptions from taxation in 1920, according to the Board of Assessors, amounted to $227,436,969, compared with $224,144,746 for the year 1919, the total assessable value of the city being $663,523,174, as compared with $627,114,579. Included in the valuation exempted is $54,253,091 worth of vacant land, of which $43,298,130 belongs to the City of Montreal, $4,975,100 to the Federal Government, and the remainder to various public bodies exempt from taxation. Roman Catholic churches exempt are valued at $13,128,380, of which $4,422,780 is for land and $8,705,600 for buildings; Protestant churches exempt are valued at $7,702,750, of which $5,121,950 is for land and $2,590,800 for buildings.

SHERBROOKE.—It is estimated that over 1,000 tons of pulp wood were destroyed by a fire at the East Angus plant of the Brompton Pulp and Paper Co.

NEW BRUNSWICK.

FREDERICTON.—Following a request from the New Brunswick Guides Association, it was announced that the Game Act would be amended so as to provide for the open season in 1922 starting on October 1 instead of September 15.

ST. JOHN.—A resolution decided upon at a meeting of the Board of Trade has been forwarded to the Hon. C. W. Robinson, acting Premier, and to the Boards of Trade of Halifax and Charlottetown, to be presented through them to their Provincial Governments. The resolution calls for the establishment of a Maritime Board of Industries and Commerce to study all matters relating to the industrial and commercial interests of the Maritime Provinces.

——The tax rate this year will be $2.76 per $100, 22 cents less than the 1920 rate.

CAMPBELLTON.—The St. Louis Hotel has been disposed of by the proprietor, Mr. Isaac Boudreau, to Mr. A. M. Thompson, former proprietor of the Carlyle Hotel, Woodstock, the purchase price being about $50,000.

NOVA SCOTIA.

HALIFAX.—At the annual meeting of the Nova Scotia Liberal Association the following officers were elected:—Hon. presidents, Hon. W. L. Mackenzie King and Hon. George H. Murray; president, Mr. Henry G. Bauld, M.P.P.; vice-presidents, presidents of the County Liberal Associations and two women from each constituency; secretary, Mr. J. E. Rutledge; treasurer, Mr. J. J. Kinley, M.P.P.

The Hon John Oliver, Premier of British Columbia, during his visit to the East, addressed the Nova Scotia House of Assembly.

SYDNEY.—The Dominion Coal Co. has received an order for 25,000 tons of coal from one British firm. Thirty-nine thousand tons were loaded for British ports this week.

TRURO.—At the convention of the United Farmers of Nova Scotia Mr. H. L. Taggart, M.L.A., was re-elected President; Vice-Presidents, Mr. D. R. Nicholson (Coxheath) and Dr. H. E. Kendall (Martock); Mr. F. A. Chipman, Secretary.

MANITOBA PROVINCE.

WINNIPEG.—There was a big rush for land in the Rossbury-Canora section of the Canadian National Railways in April. 127 quarter sections were thrown open by the Government, all of which were allotted in two days. The allotments are first-class agricultural lands and every fortunate applicant secured a real prize.

—The *Free Press* is now publishing on the last Saturday of each month a Literary and Book Review Section.

—Industrial Winnipeg has a population of 30,000 persons, employed in 745 factories, and producing, by their united efforts, goods valued at more than $120,000,000 annually, according to the latest figures issued by the Winnipeg Board of Trade.

—The Hon. R. S. Thornton, Minister of Education, laid the corner-stone of the new Manitoba school for the deaf at Tuxedo on May 9. The cost of the school will be about $1,000,000.

—The Prairie Cold Storage Co. have decided to erect a $500,000 building on Bell Avenue just off Main Street.

The twelve-storey building of the Union Trust Company, at the north-east corner of Main and Lombard Streets, has been sold to the Canadian Bank of Commerce. The main office of the bank in this city occupies 100 ft. frontage on Main Street, north of the Union Trust building, and the purchase will give the bank a frontage of 126 ft. on Main Street and 101 ft. on Lombard Street, with two entrances to its business offices on Main Street, and the equivalent of two entrances on Lombard Street. Mr. C. W. Rowley, Western Superintendent of the Canadian Bank of Commerce, states that it is the intention of the bank, when it obtains possession of the offices on the ground floor in the Union Trust building, to use this large office for its business in connection with the Grain Exchange and as a savings bank. (See photograph on page 278.)

SASKATCHEWAN.

REGINA.—The claim that this Province is a good big game area is shown by the Chief Game Guardian's report for 1920. The report shows a total of 2,170 big game animals secured by the 3,000 licensed hunters last season. The varieties taken include 80 caribou, 870 deer, and 1,200 moose. It is estimated that $500,000 is annually spent in this Province on big game hunting.

WHITEWOOD. — Arrangements have been completed whereby the large hall above the picture theatre has been leased by the Dominion Government for a term of years, to be used as an Armoury. Officers and men of B Company of the 4th Bn. of the South Saskatchewan Regiment will have their headquarters here.

ALBERTA PROVINCE.

EDMONTON.—An innovation at Alberta University is the creation of a Professorship of Dairying, added to the Faculty of Agriculture. A training school will be established for butter and cheese makers, and a school course in the spring will initiate the endeavour.

CALGARY.—The net mill rate for the year 1921 is 49.90. The total mill rate last year was 45.75, inclusive of the Provincial mill and all other items.

—At a meeting of the Alberta Horse Breeders' Association the following officers were re-elected:—President, Mr. E. D. Adams, Calgary; vice-presidents, Mr. W. L. Carlyle, Calgary, Mr. Norman A. Weir, Ohaton; secretary and managing-director, Mr. E. L. Richardson.

MEDICINE HAT.—The City Council has struck the tax rate for the year at 34 mills, made up as follows:—General levy 14¼, public school 18½, separate school and Provincial supplementary revenue 1¼ mills.

LETHBRIDGE.—Mr. G. R. Marnoch, President of the Board of Trade for the last seven years, has resigned, and will devote his time to farming.

—President Wood, of the Latter Day Saints, announces that the $1,500,000 Mormon Temple at Cardston will not be built this summer as planned.

BARONS.—At the Board of Trade annual meeting here a very satisfactory report on the past year's efforts and progress was submitted by the Secretary-Treasurer, Mr. J. E. Hansen. Mr. W. C. L. Cooper was unanimously elected President for the ensuing year, and Mr. A. C. Freeman Vice-President.

PATRICIA.—This place is now a growing, thriving town. 18 months ago cattle roamed this prairie district, their attendant cowboys were the only human inhabitants and a grain elevator and one shack the only buildings visible. July, 1919, saw the beginnings of the change when the C.P.R. decided to open up the district for settlement. Patricia is well situated on the Bassano-Empress line, about 30 miles east of the former town. The C.N.R. grade from Hanna to Swift Current, under construction, also runs through the district, and the depôt site is three miles east of the C.P.R. depôt. There will be about 20,000 acres under cultivation this year in this district.

POUCE COUPE.—The stampede to the Pouce Coupé oil-fields is gaining momentum. The rush is principally in a southerly direction from the original discoveries in unsurveyed territory. Practically the whole of Townships 76 to 82, in Ranges 11, 12, 13, and 14, has been covered, which amounts to approximately 600,000 acres. The fact that the field is so near to the regular routes of transportation is stated to have diverted a large number of oil seekers who have been looking towards the Fort Norman field.

BRITISH COLUMBIA.

VICTORIA.—A number of British Columbia breweries are to be taken over and operated by the Liquor Control Board.

—It is officially announced by the Provincial Liquor Board that the Government control of the sale of liquor will become effective on June 15

VANCOUVER.—The Hon. J. W. de B. Farris, in reviewing the legislation of the last session, stated that three important Acts had been consolidated—the Land Registry, the Trust Company, and the Companies Acts.

INVERMERE.—The sale has been completed to Capt. Albert H. McCarthy, of Broadway, New York, of part of Mr. Ellis B. Stoddart's ranch and other lands on the West side of Lake Windermere, comprising 5,500 acres. The work of developing it as a thoroughly modern beef cattle ranch by the introduction of all the most modern appliances and buildings will be proceeded with at once.

—At the annual meeting, held here of the Lake Windermere District Board of Trade officers were elected as follows:—Mr. A. Bennett, president; vice-president, Mr. Frank Richardson; secretary, Mr. G. Hamilton.

ROSSLAND.—It is anticipated that there will be a revival of mining here shortly, owing to the reduction in prices and in cost of production, and to the enhanced value of gold, which is the principal metal found in the ores here.

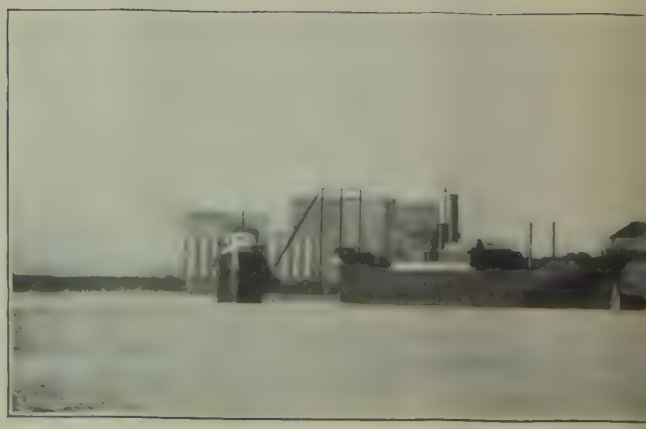
PRINCE RUPERT.—The contract for the aerial tramway to carry the ore from the Premier mine to tidewater at Stewart has been let to the Riblet Tramway Co., of Spokane. It will be 11¼ miles long with a drop of 1,400 ft.

—* *—

Filip Konowal, the Russian who won the V.C. while serving with the Canadians during the war, was last month found not guilty, on the ground of insanity, of the murder of William Artick, an Austrian, at Hull, P.Q. Konowal will therefore now be detained during the pleasure of the Government.

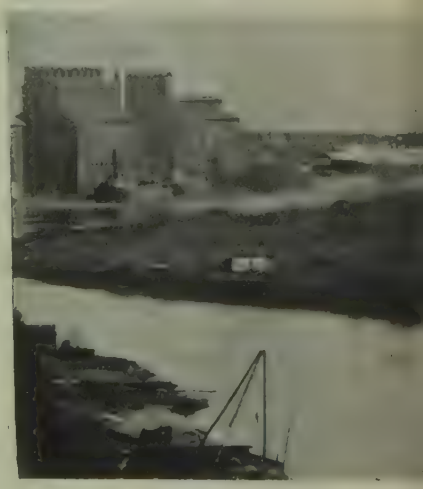
The editor of the *British Missionary* (published by the Colonial Missionary Society, Memorial Hall, London, E.C.4), in acknowledging his indebtedness to *Canada* for the loan of blocks, says:—"We have read *Canada* for a number of years, and there is no other paper published in this country which is so crammed with valuable information for all who are interested in the Dominion."

CANADA'S INLAND WATERWAYS.

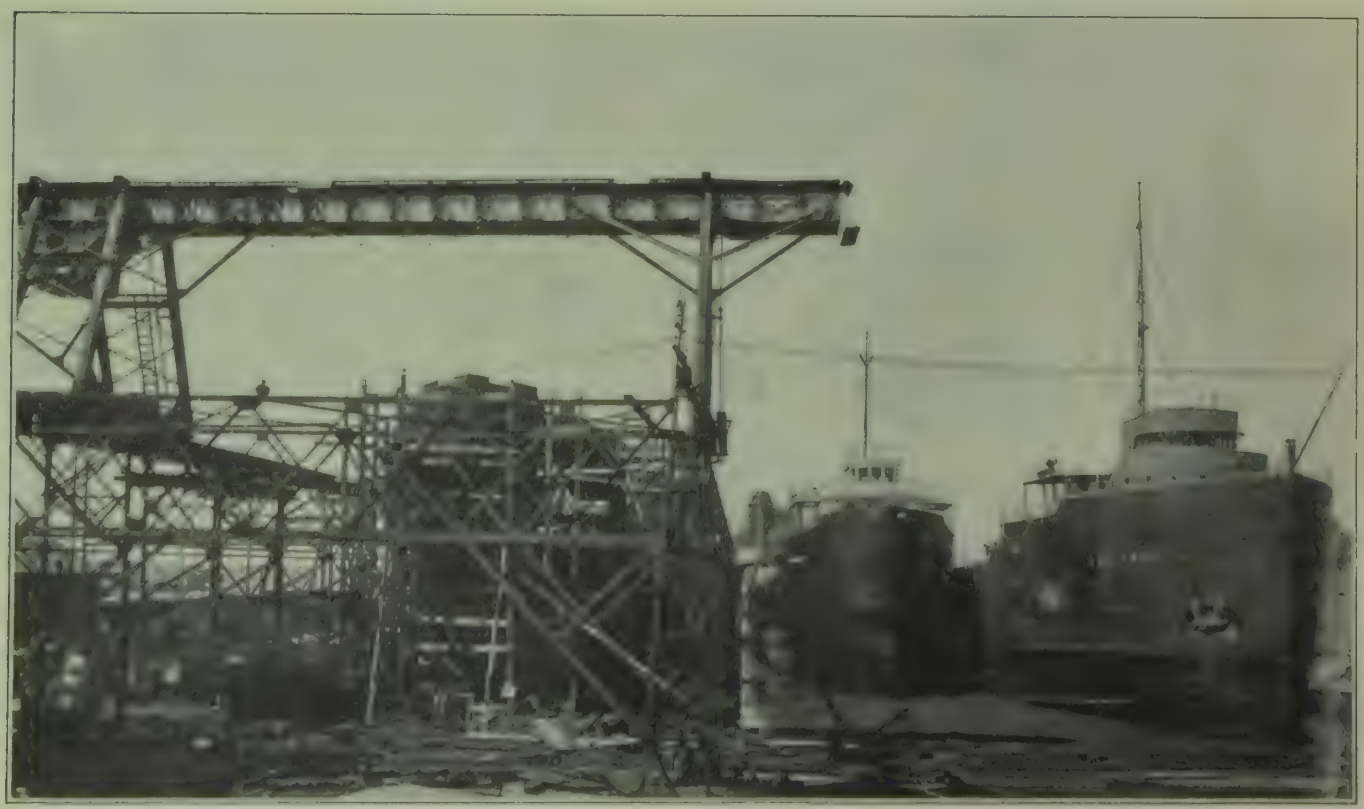


FITTING-OUT WH

A DECK VIEW OF A GRAIN FREIGHTER.



THE BUSY KAMINISTIQ



Top and bottom photographs]

BUILDING A LAKE FREIGHTER AT COLLINGWOOD.

T PORT ARTHUR.

THE FREIGHTERS OF THE GREAT LAKES.

(See page 277).

VER AT FORT WILLIAM.

THE S.S. "W. GRANT MORDEN," OF THE CANADA STEAMSHIP LINES—THE WORLD'S LARGEST FREIGHTER—UNLOADING 15 000 TONS OF COAL.

[*by courtesy of the "Canadian Illustrated Monthly."*

A LAKE CARRIER IN DRY DOCK AT COLLINGWOOD.

SETTLERS FOR CANADA.

Opportunities for Workers on the Land.

In a statement to *Canada*, Lt.-Col. J. Obed. Smith, Superintendent of Emigration for Canada, said :—

"Now that seeding operations in Canada are over a review of conditions respecting farmers and farm workers and other emigrants desired for Canada will be in order.

"First, and of supreme importance, is the fact that Canada always welcomes settlers going there to farm on their own account, and every consideration possible will be given to them. The opportunities for successful farming, with large or small capital, are so great in every Province that it is hardly necessary to make a definite selection before arriving in Canada. Canada continues to welcome all such, and it is desirous that British people should feel that the Immigration Regulations make the admission of British people easier than the admission of aliens.

"The landing money was increased to $250, and this figure is being continued at present, solely with the object of curtailing the movement of those who might find it difficult to secure employment at the present time, owing to the slowing down of industrial development in Canada as well as in Great Britain, but this money test is not imposed on farm labourers or domestic servants, and, of course, not against farmers taking up land on their own account, because Canada welcomes as many of these three classes as she can secure.

"At the moment, workers with families and the inexperienced farm labourer cannot be readily placed, but those intending to work upon the land, whether experienced or not, if they are joining relatives or friends on farms in Canada, will not be discouraged, and need not worry about the landing-money regulation, provided they have railway tickets to their destination in Canada, and have the necessary money to reach their destination."

—* *—

OBITUARY.

At Chicoutimi.—Mr. Alexander Blair (79), Collector of Customs. At Scotstown.—Mr. John Black, ex-Mayor.

At Montreal.—Mr. Joseph C. Franchere, A.R.C.A. (55), a well-known artist; Mrs. H. A. Jackson (70), mother of Mr. W. H. Jackson, manager of the Crown Trust Co., Montreal, and of Mr. A. J. Jackson, R.C.A; Mrs. George F. Bryson (84), daughter of the late Mr. Hugh Thompson, and widow of Mr. George F. Bryson; Mr. Walter Marshall (88), the oldest member of the Montreal Board of Trade.

At Toronto.—Rev. Alfred Hall, D.D., Secretary of the British and Foreign Sailors' Society.

At Brockville.—Mr. H. M. Coleman (54); Mr. William A. Fitzsimmons (76), son of the late Mr. W. F. Fitzsimmons, M.P. At Stratford.—Mr. Theodore Litt (97), a native of Alsace, and a pioneer resident. At Newcastle.—Mr. Leopold B. Davidson (63), editor of the *Independent*. At St. Catharines.—Mr. James Cunningham (76). At Brantford.—Rev. W. H. Fry, who was a missionary in the diocese of Mackenzie River.

At Straithclair, Man.—Mr. James Forsythe (102), a native of Ireland, who went to Canada in 1832 and settled in Wellington County, Ontario.

At Regina.—Mr. Justice E. L. Elwood, of the Provincial Supreme Court (52), who was called to the Ontario Bar in 1890 and settled in Saskatchewan in 1895.

At Calgary.—Mr. Leopold E. Jacques (66), one of the earliest settlers, who emigrated from North Italy.

At Victoria.—Mr. Noah Shakespeare (83), an ex-Mayor and Alderman, who was Postmaster for 25 years. At Chilliwack, B.C.—Mr. Isaac Kipp (82), the first white man to settle in the Chilliwack Valley.

At New York.—Mr. Theodore Labatt, of Montreal, one of the founders of the St. Lawrence Sugar Refinery Co., Ltd.

Lady Tilley, who died at St. John on May 25, was the daughter of the late Mr. Z. Chipman, of St. Stephen, and widow of Sir S. L. Tilley, K.C.M.G., C.B., one of the Fathers of Confederation, whose second wife she became in 1867. She founded many institutions and societies of benefit to her native Province, and was a Lady of Grace of the Order of St. John of Jerusalem.

The Rev. Herbert Symonds, D.D., D.C.L. (60), who died at Montreal on May 24, was a native of Suffolk, and was educated at Framlingham College and Trinity University, Toronto. He was headmaster of Trinity College School, Port Hope, and had been since 1903 vicar of Christ Church Cathedral, Montreal, where he was a noted preacher and lecturer. His three sons served in the war, the eldest being killed at Vimy Ridge. His widow is a daughter of the late Mr. Mossom Boyd, Bobcaygeon, Ont.

Mr. Thomas Twist, O.B.E. (53), who died in St. George's Hospital, London, on May 23, as the result of having been run over by a motor lorry in Piccadilly that day, was a building surveyor. He received a commission as temporary lieutenant in the O.M.F.C. in 1916, and was later seconded for duty with the Imperials.

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CAMPING OUT IN ONTARIO.—II.

A Fishing and Shooting Trip.

By F. V. Williams (in "Rod and Gun in Canada").

THEN there was the exploring. Is there anything more interesting than travelling out through the big wood in search of a new lake, and, after discovering that lake, putting up your little shelter tent on a small island, stopping overnight, and the next morning with your canoe going prowling about the shores, "just lookin'"?

We had been told there had never been anyone fishing this lake, and we trolled all the way round it, but got "nary" a strike. There may be fish there, but if so they were not feeding the day we were there. At the far end of the lake we discovered, in a little bay, a famous big beaver house, and as it was near what was evidently an inlet when the water was high, we landed the canoe and went ashore, the dog and I, to stretch our legs a bit. Gruntings and rumblings came from the interior of the big beaver house and we lay on the side of it listening to the family gossip going on inside. Whether the inmates were discussing the probable price of beaver skins this fall or swearing about the intruders we could not understand, but true it was they were doing a lot of talking in the beaver language. Leaving the lake—after "hanging" the canoe in the trees—we followed the outlet and discovered more beaver houses and partridges, and then ran across several moose tracks.

About this time we began to think of a sack of potatoes and onions that was to arrive by express at Metagama, and the more we thought of those "spuds" the more we longed for them. Accordingly one day we decided to paddle to Metagama and get those potatoes.

ONE OF CANADA'S INNUMERABLE INLAND LAKES.

The trip down was beautiful—a regular pleasure trip—but we did not leave Metagama till quite late in the afternoon. It was dark when we arrived back at the Spanish, but there was a fairly good moon, and not for many a long day will we forget that trip by moonlight back up the little canal. There were rustlings and thumpings in the tall grass as we drifted along with scarcely a sound. Once or twice from out of the black shadows came the crash of small sticks and undergrowth as some large animal got suspicious of the canoe out there in the moonlight. Any number of times the muskrats and beaver were within 15 ft. of the little craft. One big beaver from the moonlit water near the shore struck the water a resounding whack with his tail as we entered a pool, and by the following splashings he must have warned the whole clan.

By all the laws of the woods and common sense, when you get caught out at night it is far better to camp and wait for daylight than to attempt to travel in the darkness. When we arrived at the second portage that night the moon had deserted us, and it began to rain.

Once across that portage there was but ten minutes' travel to our very comfortable little camp. We got the luggage all across and then we started over with the canoe. Ever try a strange portage with a canoe on your back in the dark? Well, we got off the trail and could not find the way back. As we could not turn the canoe for the thickly-growing trees, we had to leave it in the bush and go out to the beach and build a fire; then it was all very simple, and we made short work of the portage. That little fire was like a lighthouse to a ship amongst the reefs; it showed the way out, and by the time we reached the little cabin, the show, for such it proved to be, was over.

The moose season opened on the morrow, and only two nights before we had heard a moose grunting and calling down in a swamp not more than five hundred yards from where we were camping. The nights were moonlight, and it looked dead easy to get that moose.

There was a small meadow half a mile above the camp on the little creek, and as it neared sundown we went up there and sat down about one hundred yards away in a bunch of big boulders. Directly across from us two muskrats had a great squabble over a choice root; a big snowshoe hare got up out of the grass on the marsh and went leaping across the dry bed of a little creek to the thickets beyond. An hour passed in complete silence, the big silvery moon lighting the landscape like a fairy picture. It was grand, alone with Nature, as the great God originally created it. It is getting mightly close to God himself for those who care to go and see, in our humble opinion. The great silence makes you *think*. An hour of this, and then up there on the hill—crash! a dry stick—a good-sized stick by the crash it made in breaking—had been snapped in two. There was not a breath of air stirring. If anything, the breeze or draught of air was from that hill to you, and a shot from a heavy rifle would not have startled you more than that stick breaking up there. For perhaps five minutes there was absolute silence, and then, smash! whackety smash! crash! You could imagine now what was on that side hill—Mr. Moose taking a walk through a place where the fire had been years ago, and those sticks you heard breaking were the charred remains of small trees. When Mr. Moose thinks he is alone caution is a thing he does not know. He smashes and crashes about as if he owned the universe, and, truth to tell, he is practically boss of the woods until he runs foul of the man animal with his high-power rifle.

That moose was not 80 yards away and still under cover, and then he deliberately walks away to the northland, and the moose that you were so sure of had gone for this time at least.

The early morning saw you travelling the hills where you had heard your moose the night before. In a thicket just off the portage at the little dry creek was a bleaching skeleton, a moose skeleton of the year before; probably that of some animal which had been wounded and got into this thicket and died. Collecting a few teeth for proof, you resumed the hunt, and a half hour later the freshly-broken end of a small charred tree trunk stared you in the face. As you paused and examined this you noticed the big broad track in the soil below where the fellow travelled last night, and you followed that track for miles, and then lost it on a large barren place, and, after an all-day hunt, had to come home and feed the dog and man again.

Then the snow came. Eight inches of it fell in one night; then on top of that it turned warm and that snow began to melt. For two days we took our hunt through the wet bush and saw nothing larger than a squirrel track. The game, large and small, all lay in the shelter of their dry thickets. Coming in wet and hungry we wondered if the game had all left the country, but our better judgment told us that anything with feathers or fur for a coat would be mighty foolish to travel in the bush this sort of weather. The third day the trees had about rid themselves of their load of snow and travelling was quite a bit dryer. Back on the ridges there had surely been a moose in those thickets

those wet days, and at the earliest possible moment we were away. An all-day hunt revealed nothing larger than a big buck's tracks, and when we arrived at the cabin at 4.30 p.m., and had a bit of lunch, old Jack got very busy with something in the spruces and birches just back of the cabin. The whirr of partridges' wings gave the tip, and five minutes later we had our first of a pair of partridges. I had scarcely got the second one stowed away when Jack began to get interested in the snow, and a glance at his object of interest made me quickly change the auxiliary cartridge for the real heavy load. There, fresh in the snow, were the tracks of two large moose. Back tracking these fellows to the creek we found where they crossed, and, after standing around for a few minutes, headed up over the ridges in the very direction from which we had just come. It was still mild, the snow fast disappearing, and getting too dark to follow the moose. Then, over-night, a quick change in the weather froze our section of the creek. Well, there was our choice—leave our canoe in here for the winter or set out before the ice got too thick to move? Four hours of packing and cleaning the little house up and we were ready to move, and it's lucky we made up our minds when we did, for this part of the creek froze up early. As we left we had to break ice for 200 ft. or so before getting open water. The rest was easy, the whole channel all the way to Metagama being open and free of any real ice. At Metagama the canoe was shipped and returned to camp with Mr. Sykes as a guide for the overland trip of about two hours' walk, three miles of this along

A MOOSE HEAD.

the C.P.R. track, and the remaining distance over a good blazed trail. Mr. Sykes, by the way, is Mr. Bates' partner. They have several splendid camps in different locations, and keep them well supplied with all the necessary cooking utensils, stoves, etc., and—tight roofs. Deliver us from the leaky roof.

For two days we trailed moose over the snowless hills. No hunting weather this; a little snow is needed. On the last day we heard away to the north of where we were hunting, bang! bang! a pause, and, then, bang-g-g! Fifteen minutes later, bang! bang-g-g! bang-g-g! We knew some one had found them for sure, and, on the following day, when we hiked out on our way back to work, we found the hindquarters of one big moose in camp and were told there was another down in the bush and the boys were out getting the meat ready for transportation. Mrs. Hartley, of Chapleau, and Mr. Vance, of St. Thomas, were keeping their respective camps in order, awaiting the return of the successful hunters. Mrs. Hartley had three fine partridges that had fallen to her rifle out of four shots, and, after taking a snap of these, we proceeded on our journey. Halfway home we discovered two gentlemen from Walkerville fishing for pike off the rocks. The weather was too fine for hunting, and they were after a few pike for the camp larder.

Seated in the luxuriously-fitted train, and speeding back to the daily grind, we can close our eyes and dream of the moose, the partridge, and the pike. The moonlight through the tall spruces touches the surface of the little creek with a brush of silver; a muskrat shoves his head up in the bright spot of light and swims steadily away, leaving in his wake two long ribbons of silver; an owl hoots away over on the hills yonder and is answered by its mate not a hundred yards from your cabin; the tamarack sticks in your little heater snap and send out a shower of sparks; the fire dies low and you, in your dream, think of the little house on the hill.

(*Concluded*).

—* *—

A Vancouver jury has convicted O. T. Grattan Esmonde of seditious utterances, and has recommended his deportation.

CANADIANS AND CANADIAN LITERATURE.

Addressing the members of the Ottawa Women's Club, on Canadian literature, Mr. Robert J. C. Stead pointed out that Canadians were peculiarly situated in that their country lay alongside another, separated only by a geographical line, the people of each speaking the same language, following the same pursuits, having the same ambitions—in fact, so identical to themselves that they only awakened to the fact that they were in the United States when they had occasion to use money. Being so peculiarly situated, Canadians would find it difficult to retain their identity. The present generation of Canadians wished to be Canadians, but he doubted if the future generation would be. That depended on the thoughts and ideals of the youths of the country. To direct these in the right channel they must have Canadian literature. Since the United States had a larger reading public they were able to produce magazines and books more cheaply, and Canada was deluged with American literature and filled with American sentiments. The story of magazine ventures in Canada was pathetic.

—* *—

CANADIAN BATTLEFIELDS AND GRAVES.

Capt. H. H. Chanter, M.C., has just completed an organisation which, being entirely Canadian, should make a strong appeal to Canadians desirous of visiting the Canadian battlefields and the graves of their relatives in France and Flanders. Capt. Chanter, who came over from Montreal in 1914 as a private in the 13th Battalion (Royal Highlanders of Canada), and was wounded six times, was until recently O.C. Canadian War Graves Section in Belgium. For his new organisation he has secured the services of the members of his former staff, all men who came overseas in 1914, and each of whom has been several times wounded.

Capt. Chanter's headquarters are at Canada Garage, Boulevard Porte de Menin, Ypres. Intending Canadian visitors may make arrangements in London by communicating c/o the offices of *Canada*, and will be met by car at whichever port is convenient for their objective—Calais, Boulogne, Ostend, etc.—and conducted to the battle areas or cemeteries Arrangements will be made for hotel accommodation. Photographs of graves can also be arranged for.

In an article appearing in *Canada* of August 28 last, Miss MacLeod Moore, describing a visit to France and Flanders, said, with regard to the office of the Canadian War Graves Detachment at Ypres: "Capt. Chanter continues to serve his country splendidly in his search for the dead, his care for the proper interment of the bodies of Canadian soldiers, and his sympathetic attitude towards the far-off men and women craving for any information concerning their lost ones. Capt. Chanter is responsible for a large number of cemeteries in the district where Canadian soldiers lie. His records are extraordinarily complete and detailed, and the whole history of each grave is permanently chronicled. This work is certainly not the least important part of the record of what was done by Canada in the war."

—* *—

The Visiting Delegation of Dry Goods Merchants, representing the United States and Canada, are giving a farewell dinner at the Hotel Cecil on June 13.

More Praise for the "Pioneer"

Mr. W. McL. CLARKE, Canadian Government Trade Commissioner in Italy, writes:—

"It seems to me that the EXPORT PIONEER is meeting a long-felt want in journalism devoted to Canadian Trade. Not only is your general information valuable and pertinent, but your editorial columns are devoted to the larger interests involved in building up Canada's trade machinery, points which so often are treated in other publications from a parochial viewpoint, but which, in your journal, are grasped most comprehensively.

"May I congratulate you on the progress you are making and my best wishes go out to you in the work which we both have so very much at heart.—Yours, etc."

Milano, May 9th, 1921. (Sd.) W McL. CLARKE. Canadian Government Trade Commissioner.

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CONSOLIDATED BALANCE SHEET AS AT 31st DECEMBER, 1920.

ASSETS.

Fixed Assets:—		
Vessels as at 31st December, 1919		$25,697,823.81
Add—Net Additions for year being excess of Additions to Fleet over Vessels lost and sold		1,611,136.46
		27,308,960.27
Real Estate, Buildings, Docks and Wharves as at 31st December, 1919	$6,351,017.10	
Add—Net Additions for year	334,047.20	
		6,685,064.30
Other Fixed Assets as at 31st December, 1919	1,432,992.48	
Add—Net Additions for year	41,699.44	
		1,474,691.92
		35,468,716.49
Less Depreciation Reserve		6,261,584.53
		29,207,131.96
Current and Working Assets:—		
Cash in Banks and on Hand	$378,787.26	
Cash in Hands of Debenture Stock Trustees	304,645.57	
	683,432.83	
Accounts Receivable less Reserve for Doubtful Accounts	3,796,523.29	
Adjusted Losses due by Underwriters	743,716.86	
Insurance and Other Claims—Estimated amount recoverable	1,758,263.92	
Interest Receivable Accrued	5,440.31	
Inventories of Stores and Supplies and Shipyard work in progress	1,030,316.33	
		8,017,693.54
Advances to Associated Company (since reduced to $385,629.67)		1,483,391.82
Charges Deferred to Future Operations:		
Insurance Unexpired	365,859.81	
Repairs, etc., applicable to 1921	107,863.48	
Miscellaneous	20,157.95	
		493,881.24
Investments		1,245,930.88
Funds Deposited with Trustees for Mortgage Bonds and Debenture Stock		21,718.62
		40,469,748.06
Leases, Contracts and Goodwill		8,424,646.79
		$48,894,394.85

LIABILITIES.

Capital Stock:—		
125,000 Shares 7% Cumulative Preference Stock of $100 each		$12,500,000.00
120,000 Shares Common Stock of $100 each		12,000,000.00
		24,500,000.00
Funded Debt:—		
5% Debenture Stock	$7,120,506.66	
Less—Amount held in Treasury	$598,400.00	
Amount retired by operation of Sinking Fund	970,916.10	
	1,569,316.10	
	5,551,190.56	
First Mortgage Bonds	1,653,293.37	
Less — Amount held in Treasury	703,000.00	
	950,293.37	
		6,501,483.93
Current and Accrued Liabilities:		
Bank and Other Loans	2,163,715.78	
Balance of Purchase Price Montreal Transportation Co., Limited, and Accrued Interest	1,350,000.00	
Accounts Payable	3,302,129.04	
Bond Interest Accrued	117,082.19	
Government War Tax Reserve	396,322.41	
Preference Dividend Declared (payable 2nd January, 1921)	218,750.00	
		7,547,999.42
Bank Advances on behalf of Associated Company (since reduced to $385,629.67)		1,483,391.82
Balances of Uncompleted Voyages		74,595.39
Reserves:		
For Freight and Other Claims	10,000.00	
For Premium on Redemption of Bonds of Richelieu and Ontario Navigation Co.	998.10	
Surplus arising from Sinking Fund Purchases of Debenture Stock	164,778.76	
		175,776.86
Contingent Liability on Notes endorsed for Allied Company	$1,000,000.00	
		$48,894,394.85

(Signed) J. W. NORCROSS, President.
F. S. ISARD, Director.

CERTIFICATE OF AUDITORS.

We have audited the Accounts of the Canada Steamship Lines, Limited, and its Subsidiary Companies (with the exception of Montreal Transportation Company, Limited, acquired during the year, the accounts of which have been certified by its auditors) for the year ended 31st December, 1920, and have obtained all the information and explanations which we have required. We certify that the above Consolidated Balance Sheet and relative Operating and Surplus Accounts are, in our opinion, properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs as at 31st December, 1920, and of its operations for year ended at that date according to the best of our information and the explanations given to us, and as shown by the books of the Company.

MONTREAL, QUE. 27th February, 1921.

(Signed) MARWICK, MITCHELL & CO., C.A.

OPERATING ACCOUNT for the Year ended 31st December, 1920.

Operating Revenue:		
Vessels	$19,338,465.22	
Docks and Wharves	210,713.12	
Miscellaneous	322,283.64	
	19,871,461.98	
Other Revenue	377,149.94	
Total Revenue		20,248,611.92
Expenses		16,220,337.71
Net Earnings		4,028,274.21
From which Deduct:		
Interest on Mortgage Bonds	$ 82,517.18	
Interest on Debenture Stock	283,515.57	
Other Interest	255,793.25	
Reserve for Depreciation	1,349,245.58	
Reserve for Doubtful Debts and Claims	30,000.00	
Directors' Fees	34,400.00	
Reserve for Income Tax	60,000.00	
		2,095,501.88
Profit for Year		$1,932,772.33

SURPLUS ACCOUNT as at 31st December, 1920.

Balance as at 31st December, 1919		$6,764,910.91
Add:		
Profit for Year Ended 31st December, 1920, as per Operating Account	$1,932,772.33	
Net Profit on Sales, etc., of Fixed Assets	1,628,464.19	
	3,561,236.52	
		10,326,147.43
Deduct:		
Dividends for the Year ended 31st December, 1920:		
Preference Stock, 7 per cent.	875,000.00	
Common Stock, 7 per cent.	840,000.00	
	1,715,000.00	
Surplus as per Balance Sheet		$8,611,147.43

CORRESPONDENCE.

The views expressed by Correspondents are not necessarily endorsed by the Editor.

CANADA'S FUTURE.

To the Editor of CANADA.

DEAR SIR,—Will you allow me to draw the attention of your readers to a very important feature in the Empire edition of the London *Times*, dated May 24, 1921?

The *Times* correspondent calls attention to the growth of the population of the United States from 30,000,000 to 105,000,000 within the memory of many men. In fact, I think that in 1860 that was about the figure. Now that country drew its immigrants from Europe. Canada will draw not only from Europe but from the 100,000,000 in the United States. The correspondent points out that 50,000 to 75,000 settlers from that source are expected this year.

I have some figures by me that show that at the time when the population of the United States was about the same as the Canada of to-day the decennial increment was about 35 per cent. What will that of Canada be in the next ten years? Possibly 4 per cent. or 5 per cent. per annum on a population of some 8 or 10 million now!

Clearly all those who have funds locked up in ventures there should take courage when they see such a prospect in view. I venture to say that in a year or two we shall look back and wonder how any one could feel blue and have attacks of cold feet with such things obviously coming, and coming very soon.
—Yours faithfully, JOHN RODGERS.

ONTARIO AND FARM WORKERS.

To the Editor of CANADA.

SIR,—In the issue of *Canada* dated May 28, 1921, you have an editorial article under the above title, in which you take objection to the Government of Ontario temporarily discontinuing publicity work in this country. Of course, this is a matter of public interest, regarding which you are quite entitled to make comment.

However, in the same article you go on to make comparisons between the volume of immigration into Canada and Australia which reflect unfavourably on Canada, and seeing that you use the policy of the Ontario Government as a justification for making these unfavourable and unwarranted reflections on Canada, I wish to make an emphatic protest, although your newspaper is the last place I should have expected to find grounds for doing so.

You state that "in 1918 statistics show that Australia obtained nine British emigrants for every one that went to Canada, and in 1919 the proportion in favour of Australia was as five to one."

This is very far from being the case. As a matter of fact, the immigration of people of British nationality into Australia during 1918, exclusive of troops and nurses, numbered 27,614. The Canadian official figures are always given for the fiscal year ending March 31. These figures show that the 1918-1919 figures—namely, the number of British immigrants admitted to Canada during the year ending March 31, 1919—was 9,914. This is certainly not in the proportion of nine to one, as stated by you. You also know the very special reasons following demobilisation which led to Canadian immigration being purposely curtailed during 1918, reasons which had nothing to do with comparative publicity or the comparative attractions of Canada and Australia

As showing how misleading it is to attempt, as you have done, to make out that British immigration to Australia is booming, while immigration to Canada is languishing, it may be pointed out that the Commonwealth Government's own figures show that the net Australian immigration, or excess of arrivals over departures, for all nationalities, was only 24,016 during the whole of the four years 1916-1919.

In 1919 the number of British immigrants admitted to Australia, apart from returning troops and nurses (who, of course, do not appear in the Canadian figures for any year) was 53,281. The number of British immigrants admitted to Canada during 1919 was 57,251; or, for the fiscal year ending March 31, 1920, 59,603. How you make out that this is a proportion of five to one in favour of Australia I leave it for you to explain.

In your article you also say that the temporary discontinuance of Ontario's publicity work in this country is probably a reflection of the condition of the agricultural industry in the Province. This is not the explanation. Agriculture in Ontario is in a prosperous condition, and is likely to continue to be so. The fact that Ontario does not at present require to draw largely on this country for farm labour does not mean that farm operations are being curtailed. The explanation is to be found in the cities rather than on the farms. Owing to the general industrial depression all over the world, many young men who were born and brought up on Ontario farms, and who afterwards went to work in the cities, have found it better to go back to the farms. Thus, the demand for labour on the part of the farmers of Ontario is, owing to the exceptional circumstances of the times, being to some extent temporarily met from the cities of Ontario. At the same time we are still sending experienced single farm labourers to Ontario, and very likely by next spring the number of farm workers from Great Britain for whom we will be able to find work will be as great as ever.

In selecting emigrants for Ontario the office of the Agent-General for Ontario always keeps in mind the best interests of the emigrant. We only encourage those who we know will do well—namely, farmers with capital who are not dependent on finding a job the day they land—and in other cases selecting only those men whom we can guarantee work to on arrival.

Ontario is without a doubt one of the most prosperous and progressive Provinces within the Empire. It offers a splendid future to the experienced farmer who has capital behind him, and, as is well known, thousands of British emigrants who have gone out to Ontario as labourers now possess their own farms.—I am, yours truly,

S. ELDON PERCIVAL,
Assistant to the Agent-General for Ontario.
Ontario Government Office,
163, Strand, London, W.C.
May 27, 1921.

The comparison, which we took from the *Morning Post*, between the official figures showing the number of British emigrants who entered Australia and Canada respectively during 1918 and 1919 was, as Mr. Percival points out, misleading, because the statistical year of Australia is apparently different from that of Canada. The Australian official figures for 1918, which are 27,614, contrasted with 3,178 in the case of Canada, giving an approximate ratio of 9 to 1; but enquiry shows that the so-called 1918 Canadian figures really comprise the period from April 1, 1917, to March 31, 1918, whereas the Australian figures take in the calendar year. It is unfortunate that emigration statistics of the Dominions differ in their method of computation, as it must obviously lead to misconception. Mr. Percival's contention on behalf of his Province is recognised and acknowledged by everyone who is acquainted with the prosperity and opportunities of Ontario, which undoubtedly offers one of the very best fields for settlement within the whole of our Empire to any man with some small capital, whether he intends to take up an agricultural pursuit or work at his trade or occupation in the towns.—Editor, *Canada*.]

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CANADIAN PREMIERS AND IRELAND.

The *Belfast Telegraph* publishes the following messages:—

From the Hon. E. C. Drury, Premier of Ontario:—"Our hope is that Parliamentary government will bring peace, happiness, security, and prosperity to all Ireland as a member of the great Empire, of which Canada is proud to form a part; that the wounds of the past may be healed, and that mistakes be forgotten in a united effort to promote the common welfare of the Irish people and mankind."

From the Hon. John Oliver, Premier of British Columbia:—"I earnestly wish that the Ulster Parliament may more than fulfil the greatest of expectations, and that peace and prosperity may come, not only to Ulster, but to the whole of Ireland, as an important part of the British Empire."

—* *—

Sir Frederick Stupart, director of the Dominion Meteorological Service, alluding to the possibility of causing rainfall by gunfire, says calculations made by one of his assistants have shown that to produce sufficient energy to cause the precipitation of four inches of rain over an area of 100 square miles would require energy equal to the power that could be generated by burning 800,000,000 tons of coal.

CANADA GARAGE,
BOULEVARD PORTE DE MENIN,
YPRES.

Capt. H. H. CHANTER, M.C.,
13th Batt. Royal Highlanders of Canada,
Late O.C. Canadian War Graves Section,
BELGIUM.

Telegraphic Address: "Caugraves," YPRES.
Telephone: YPRES 45

Visitors met at any Port, viz., CALAIS, BOULOGNE, OSTEND, etc., by car and conducted to any cemeteries, or battle areas, at lowest possible cost. Photos of graves taken.

Every comfort considered and reliable information given. Best hotel accommodation arranged. Prompt and courteous service guaranteed.

Under entire Canadian Management.

Letters and enquiries can be addressed c/o "CANADA," 110, St. Martin's Lane, London, W.C.2. Telephone—Regent 3450.

BRITISH PERIODICALS.

In order to keep our readers in Canada informed as to the trend of thought in the leading British periodicals, the chief features in the current issues are dealt with each month in this column.

"London."

Among the many attractions of the June *London* is an article by Robin Baily on "The Super-Sport," in which he describes the training of a polo pony, notes the characteristics of some of the members of the English and American teams, and discusses the possibilities of England's retaining the polo 'ashes." All golf enthusiasts will welcome Andrew Kirkaldy's further reminiscences. Francis Morton Howard, in an entertaining article entitled "That Frantic Fortnight," gives some "helpful hints for the hopeless holiday-maker." The Pons Winnecke comet, which is due to arrive this month, forms the subject of a highly interesting contribution (accompanied by some excellent photographs) from Clyde Foster. The play of the month is "Sybil," which is charmingly illustrated. The fiction is well up to its usual standard of interest and variety.

"Review of Reviews."

Enlightenment on the most serious and pressing problems of the day is always to be found in the *Review of Reviews*. The current issue contains two important articles dealing with the miners' strike. Major Harry Barnes, M.P., contends that the apparently insuperable wages and production difficulties might be overcome if all negotiations were conducted in the spirit in which the Commons met the miners on Thursday night, April 14—"the spirit of peace, the bridge-builder, the path-finder"; while the editor, under the title, "The Risk of Civil War," paints a lurid picture of the chaos which must inevitably have resulted had the general strike not been averted, shows that the nation can only be saved from economic disaster by self-sacrifice on the part of both employers and employed, and points to the downfall of our export trade as the cause of the bankruptcy of our coal-fields. "Only by the general renunciation of Allied war debts," he says, "the rapid disarmament of European nations, a more reasonable attitude towards German reparations, the washing out of hate and vengeance, and a general helpfulness among all the peoples of Europe with a free intercourse of trade, may we see again anything like our old prosperity." On the other hand, the old adage that to ensure peace one must be prepared for war, is brought to the fore by Denis Gwynn in a striking article on "Wireless Aeroplanes and the Next War," in which he maintains that so long as the possibility of war continues to menace the civilised world, the consequences of wireless aviation are appalling to contemplate. He predicts that the Air Service will cease to be a subsidiary force and will become in time incomparably the most important arm in the strategy of the future, whether for attack or for defence.

"Royal."

The June number of this deservedly popular little magazine is full of entertaining and brightly written stories and articles, and the numerous excellent illustrations form, as ever, an additional attraction. "Over the Hills and Far Away," by Rosemary North, with some delightful photographs of Miss Gabrielle Gilroy, is full of the holiday spirit; while Herbert Shaw, in "The City of Smiles," writes on the potent lure of Brighton. Gilbert Frankau writes amusingly on "The Bulwark of Class," which he maintains is as strong as ever; and "A Bad Man" continues his "Plain Letters to a Pretty Girl." Fiction is well represented by contributions from John Galsworthy, J. C. Howard, M. L. C. Pickthall, Doran G. Kerrie, J. Allan Dunn, Jean Fraser, Dolf Wyllarde, and Oliver Sandys.

—* *—

Mr. Gilbert A. H. Porte, at present assistant manager of the Hudson's Bay Company's Vancouver store, has been appointed manager of the new store on Douglas Street, Victoria, which will be opened in August. He joined the company in 1898.

INDUSTRIAL CONDITIONS.

The official *Labour Gazette* for May states that at the beginning of April unemployment among Trade Unions in Canada was 16.48 per cent. of the total membership, as compared with 16.12 at the beginning of March and 3.13 at the beginning of April, 1920. According to returns received from about 5,000 firms, there was a slight improvement each week in the volume of employment, but the net gains were smaller than the losses registered in the previous month.

The time loss due to industrial disputes was greater during April than during March, but less than in April, 1920. There were in existence during the month 19 strikes, involving about 3,697 workpeople, and resulting in a time loss of 57,071 working days. At the end of the month there were on record 10 strikes involving about 1,577 workpeople.

—* *—

COST OF LIVING.

According to the May *Labour Gazette*, the cost of the weekly family budget of staple foods in Canada continued to decline during April, averaging $12.74 at the beginning of the month, as compared with $13.23 in March, $15.99 in April, 1920, 13.35 in April, 1919, and $7.51 in April, 1914.

The index number of wholesale prices for April fell to 253.7, as compared with 263.1 for March, 353.1 for April, 1920, 279.6 for April, 1919, and 136.7 for April, 1914.

* *

"CONSERVATIVE OPTIMISM."

In the monthly letter issued by the Foreign Department of the Merchants Bank of Canada it is stated that in that section dealing with local trade conditions contained in the monthly reports received from all of the branches, which cover Canada from coast to coast, a general tone of conservative optimism is expressed. Collections, for the most part, are better, and retailers are buying steadily though still in small quantities. Wholesalers are becoming more optimistic, while a great many factories which have been closed down are opening again, though some are still on short hours. Other factories which have been working on reduced time are increasing their operating time.

—* *—

A VISIT TO CANADA.

Mr. Ben. H. Morgan, the Chairman of Council of the British Empire Producers' Organisation, which represents in London the leading producing associations throughout the Dominions and Colonies (among them being the Canadian Manufacturers' Association), is leaving on June 22 by the C.P.R. *Empress of Britain* for Canada to confer with the bodies which the Organisation represents, and generally to discuss with the producing interests measures that will secure for Canadian products a larger market in Great Britain, and for Canadian industries more financial support from the Mother Country. Another point of importance that will be reviewed is the opening up of other Empire markets for Canadian goods.

Mr. F. C. Wade, Agent-General for British Columbia, gave a luncheon to Mr. Morgan at the Thatched House Club on May 27. Those present were Mr. Harrison Watson, Canadian Trade Commissioner in England; Mr. F. T. Wilgress, Canadian Trade Commissioner in Eastern Europe; Mr. John Henry, of the Canadian Trade Department; Mr. F. B. Buscombe, of Vancouver; and Mr. Pooley, Mr. Morgan's secretary.

—* *—

Shawinigan Water & Power Co.—A dividend has been declared of 1¾ per cent., or at the rate of 7 per cent. per annum, on the Common stock, for the quarter ending June 30, payable July 11

—* *—

The H. R. McMillan Export Company, of Vancouver, having closed an order for 3,500,000 ft. of sleepers for delivery at Nuchang, China, in June, the order has gone forward on the C.G.M.M. s.s. *Canadian Highlander*, which was to sail from Vancouver last week. The steamer has about 1,500,000 ft. of lumber to deliver in addition to the sleepers. The C.G.M.M. s.s. *Canadian Exporter* will sail for the Orient in June, and will also have a full cargo.

STEAMSHIP SAILINGS.

(Subject to Strike Conditions.)

C.P.R.

Liverpool to Quebec or Montreal.

Wednesday, June 8.—**Empress of France.*
Friday, June 10.—*Victorian.*
Friday, June 17.—*Melita.*
Wednesday, June 22.—**Empress of Britain.*
Friday, June 24.—*Minnedosa.*
Friday, July 1.—*Metagama.*
Wednesday, July 6.—**Empress of France.*
Friday, July 8.—*Victorian.*
Friday, July 15.—*Melita.*
Thursday, July 21.—**Empress of Britain*
Friday, July 22.—*Minnedosa.*
*Three-class steamers (Quebec only).

Glasgow to Quebec and Montreal.

Wednesday, June 15.—*Tunisian.*
Wednesday, July 6.—*Pretorian.*

Southampton to Quebec and Montreal

Thursday, June 16.—*Corsican.*
Thursday, July 7.—*Scandinavian.*
Wednesday, July 13.—*Scotian.*
Thursday, July 21.—*Corsican.*

Vancouver to China and Japan.

Wednesday, June 15.— *Empress of Japan.*
Thursday, June 23.—*Empress of Asia.*
Saturday, July 16.—*Monteagle.*
Thursday, July 21.—*Empress of Russia.*

Cunard Steamship Co.

Liverpool to Halifax or New York.

Thursday, June 16.—*Caronia.*
Saturday, June 25.—*Albania.*
Thursday, June 30.—*Carmania.*

Southampton to New York.

Saturday, June 4.—*Aquitania.*
Wednesday, June 8.—*Emperor of India.*
Saturday, June 18.—*Berengaria.*

London to Halifax.

Thursday, June 30.—*Saxonia*

White Star Line.

Southampton to New York.

Wednesday, June 15.—*Olympic.*
Wednesday, June 22.—*Adriatic*

Liverpool to New York.

Saturday, June 11.—*Celtic.*
Saturday, June 25.—*Cedric.*

Red Star Line.

Southampton to New York.

Friday, June 10.—*Kroonland.*
Friday, June 17.—*Zeeland.*
Friday, July 1.—*Lapland*

White Star-Dominion Line.

Liverpool to Quebec and Montreal.

Saturday, June 4.—*Megantic.*
Tuesday, June 17.—*Vedic.*
Friday, June 10.—*City of London.*
Saturday, June 18.—*Canada.*

Manchester Liners.

Manchester to St. John.

Tuesday, June 7.—*Manchester Shipper.*

Manchester to Quebec and Montreal.

Thursday, June 9.—*Manchester Merchant*
Thursday, June 23.—*Manchester Port.*

Inter-Continental Transport Services

London to Montreal.

Saturday, June 4.—*Porsanger.*
Saturday, June 18.—*Grey County.*

Liverpool to Montreal.

Sunday, July 10.—*Horda.*
Sunday, July 24.—*Hastings County.*

Passenger steamships for Australasian ports leave Vancouver as follows:—July 9, *Niagara;* August 6, *Makura.*

Letters, parcels and newspapers are due by direct mail from Canada by the R.M.S. *Melita* on Monday, June 6, *Minnedosa* and *Canada* on June 13.

Letters only viâ New York are due by the R.M.S. *Celtic* on June 7, *Adriatic* June 9, *Caronia* and *Zeeland* June 10, and *Olympic* June 11.

—* *—

Molsons Bank.—A dividend of 3 per cent. (being at the rate of 12 per cent. per annum) on the capital stock, has been declared for current quarter, payable July 2 next.

British Overseas Bank.—The bank has declared interim dividend at rate of 6 per cent. per annum (less tax) for the half year ended April 30, on "A" Ordinary shares, payable to holders registered April 30.

Our International Banking Service

Separate Foreign Exchange Departments, under specialists, are maintained at our London, New York, Montreal, Vancouver and Toronto Branches, as well as at the Head Office in Winnipeg. No more complete Foreign Exchange organization exists in Canadian banking. Our Statistical Service offers vital assistance to business men in their import and export trade relations, while our direct connection with the Park-Union Foreign Banking Corporation, which has Branches at Paris, Yokohama, Tokio, Shanghai, San Francisco, etc., enables us to serve efficiently all who desire to finance international transactions.

Letters of Credit and Travellers' Cheques issued available in all parts of the world.

UNION BANK OF CANADA

HEAD OFFICE—WINNIPEG. Incorporated 1865.

LONDON OFFICES: 6, Princes Street, E.C.2, 26, Haymarket, S.W.1.

TOTAL ASSETS (30th November 1920) $169,205,445.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4½ p.c. Reg., 1943, 74½; 4 p.c., 1922, 104⅜; 4½ p.c., 1924, 115¾.
British Columbia.—4½ p.c., 1941, 73½.
Canada.—3½ p.c. Reg., 1909-34, 73½; 3 p.c. Reg., 1938, 66½; C.P.R. 3½ p.c., 1938, 70½; 3½ p.c. Reg., 1930-50, 67½; 4 p.c. Stock, 76; 3½ p.c., 1909-34, 73½.
Manitoba.—4 p.c. Reg., 1950, 76½; 4 p.c., 1928, 83½.
New Brunswick.—4 p.c. Reg., 1949, 73⅝.
Newfoundland.—3½ p.c. Ins., 1950, 63; 3½ p.c., 1941-7-8, 60.
Ontario.—4 p.c. Reg., 1947, 86½; 4½ p.c. Reg., 1945-65, 89½.
Quebec.—3 p.c. Ins., 1937, 65; 4½ p.c., 1954, 76½.
Saskatchewan.—4½ p.c. Reg., 1954, 82½; 5¾ p.c. Reg., 1924-34, 91¼; 5¾ p.c., 1924-34, 103⅜.

Municipal.

Calgary.—4½ p.c., 1930-42, 88½; 5 p.c., 1933-4, 76.
Edmonton.—5 p.c., 1927-48, 73½; 4½ p.c., 1930-51, 89; 4½ p.c., 1932-52, 83¼; 5 p.c., 1923-33, 99½; 1923-53, 80.
Montreal.—3 p.c. Perm., 50; 4 p.c., 1932, 79⅞; 4 p.c., 1948-50, 66¾; 4½ p.c., 1951-3, 77⅛; Maisonneuve, 4½ p.c., 1949-50, 71½.
Moose Jaw.—5 p.c., 1951-3, 76.
N. Vancouver.—5 p.c., 1963, 69.
Ottawa.—4 p.c., 1926-46, 71½; 4½ p.c., 1932-53, 82.
Port Arthur.—5 p.c., 1932-43, 79¼.
Quebec.—4 p.c., 1923, 94; 3½ p.c., 64½; 4½ p.c., 1963, 84.
Regina.—4½ p.c., 1925-52, 68; 5 p.c., 1943-63, 82½.
S. Vancouver.—5 p.c., 1962, 70½.
Toronto.—3½ p.c., 1929, 81; 4 p.c., 1936, 77; 4 p.c., 1944-8, 70.
Winnipeg.—4 p.c., 1921-36, 70; 4 p.c., 1940, 80⅜; 4 p.c., 1940-60, 73¼; 4½ p.c., 1943-63, 80¼.

Railways.

Alberta & Gt. Waterways.—5 p.c., 80.
Algoma Cent. & Hudson Bay.—Stamped, 11.
Algoma Eastern.—5 p.c., 32½.
Atlantic & St. Lawrence.—6 p.c., 77.
Buffalo & Lake Huron.—1st Mort., 80½; 2nd Mort., 80½.
Can. Atlantic.—4 p.c., 1955, 65½.
Can. Northern.—Ont. 4 p.c. Perp., 54½; 3½ p.c., 1961, 63¼; Pac., 4 p.c., 70; 4½ p.c., 1950, 78; Que. 4 p.c. Perp., 56½; 4 p.c., 88¼; 4 p.c. Perp., 57½; 4 p.c., 1930, 89¾; 4 p.c. Land, 90¾; 4 p.c., 1934, 83; 5 p.c. Inc., 1920-30, 33; Western, 4½ p.c., 1942, 79¼.
Can. Pacific.—143½; 4 p.c. Non. Pref., 61⅞; 4 p.c. Perp., 65⅛; Algoma 5 p.c., 1937, 82¼; Spec. Inv. 6 p.c. London Reg., 143⅜; 5 p.c. Notes, 123½.
Dom. Atlantic.—4 p.c. 1st Debs., 62.
Duluth, Winnipeg.—4 p.c., 63.
Edmonton, Dunvegan.—4 p.c., 67.
Grand Trunk Pac.—Branch 4 p.c., 79½; 3 p.c., 1962, 62 13-16; 4 p.c., 1955, A, 61; 4 p.c., 1955, B, 61; Lake Superior 4 p.c., 63¼; 4 p.c. Debs., 47.
Grand Trunk.—92/6; 4p.c. Guar., 63¼; 5 p.c. 1st Pref., 40; 2nd Pref., 29/9; 3rd Pref., 12⅝; Borrd. 5 p.c., 77½; Perp. 4 p.c., 62½; Gt. West. Borrd. 5 p.c., 76; Northern of Can. 4 p.c. Debs., 62½; 6 p.c. 3-yr. Notes, Oct., 97½; Western 4 p.c., 1950, 61¼.
New Brunswick.—4 p.c., 62.
Pac. Gt. Eastern.—4½ p.c., 84¼.
Qu'Appelle.—4 p.c., 63¼.
St. Lawrence.—4 p.c., 61⅜.
Toronto, Grey & Bruce.—64½.

Financial, Land, etc.

Anglo-Newfoundland.—8 p.c. 2nd Debs., 102½.
Anglo-Can. Finance—2/9.
Bk. of Montreal.—London Reg., 46¾.
Can. N.-West. Land.—34½.
Can. Land & Irrigation.—3/9; 6 p.c. Debs., 24.
Can. Northern.—Prairie Lds., 30/6.
Hudson's Bay.—6 11-16; Pref., 81/3.
Manitoba N.W. Land.—Ord., 16/3
San Antonio.—6 p.c. Bds., 20.
Trust & Loan of Can.—13/6.
Western Can. Land.—6d.

Electric Power & Traction.

B.C. Elect. Rly.—Def. Ord., 50½; Pref. Ord., 53; 4½ p.c. Debs., 66⅛; 4¼ p.c. Perp Debs., 58¾.
B.C. Telephones.—4½ p.c. Debs., 60½.
Calgary Power.—5 p.c. Bds., 68.
Can. Gen. Elect.—126.
Montreal St. Rly.—4½ p.c., 1922, Nos. 1-4,600, 105.
Montreal Water.—4½ p.c. Prior Lien. 82¾.
Shawinigan.—5 p.c. Bds., 109¼.
Toronto Power.—4½ p.c. Debs., 77.
Vancouver.—4¼ p.c. Perp. Debs., 55½.

Iron, Coal and Steel.

Can. Collieries.—5 p.c., 17¼.
Can. Vickers.—81.
Dom. Steel.—6 p.c. Pref., 61¾.
Steel Co. of Can.—6 p.c. Bds., 102½.
West Can. Collieries.—6 p.c. Debs., 95.

Mines.

Kirkland Lake.—11/-.
Mining Co. of Can.—6/-.
Mond Nickel.—24/9; Cum. Pref., 17/6; 7 p.c. Non. Cum. Pref., 14/-.

Miscellaneous.

Brit. Controlled Oilfields.—Com., 8/7½; 7 p.c. Pref., 11/-.
Bell's Utd. Asbestos.—23/9; 6 p.c. Pref., 17/-.
Can. Cement.—6 p.c. Bonds, 100.
Can. Car.—7 p.c. Cum. Pref., 59¾.
Can. Steamships.—Voting, 27.
Can. Western Lumber.—5 p.c., 57½; 5 p.c. Inc. Debs., 8½; Def. Int., 65; Com., 1/-.
Cockshutt Plow.—7 p.c. Pref., 54½.
Columbia Western Lumber Yds.—6½ p.c Pt. Pref., 12/6.
Furness Withy.—24/-; Pref., 6¾.
Imp. Tob. of Can.—17/3; Pref., 17/7½.
Marconi of Can.—8/-.
Penmans.—5 p.c. Bds., 94½.

* *

FOR SECRETARIES AND DIRECTORS.

"The Duties of a Company Secretary," by W. H. Fox, F.S.A., author of "The Company Secretary" (Gee & Co., Ltd., 14, Queen Victoria St., London, E.C.4, 5s. net), is an exceedingly useful book, containing a great deal of concise matter of great value to secretaries or directors of companies. The book, as stated by the author in his brief preface, is intended to be of a practical nature, and contains a complete summary of a secretary's duties. The chapters deal fully and in detail with the formation and registration of a company; proceedings of directors, board minutes and general board meetings; share register, transfers, certificates, and warrants to bearer; dividends, debenture register and transfer, register of mortgages, debenture interest; books of account; office books; notices by advertisement; voluntary liquidation and reconstruction; and not the least useful feature of the book are the forms which practically illustrate the text. The book provides so useful and ready a source of reference on the many points which may crop up from time to time in connection with company work that it should find a place in every secretary's office.

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

Stock Exchange Settling Days:—

Consols Account Day, Friday, July 1.

Ticket Day.	*Pay Day.*
Tues., June 14.	Wednesday, June 15.

THROGMORTON STREET, Tuesday.

The volume of business on the Stock Exchange during the past week has remained very attenuated, owing to the absence of any definite progress in a settlement of the coal strike. Both public and professional interest even in the leading departments of the House has been of the lightest.

Gilt-edged issues have been firm on the whole, and the undertone at present benefits from expectations of easier monetary conditions after the turn of the month. Home rails have shown a drooping tendency owing to an absence of the coal strike settlement and further developments relative to the passage of the Transport Bill. South American rails remain notably lacking in stability, and after a further setback, the Argentine group has displayed a notable lack of rallying power.

Among foreign Government securities French loans have lacked firmness, and other Continental issues have also been adversely affected to some extent by the continued trouble in Silesia, which has prevented the big indemnity payments by Germany from having any perceptible effect. Japanese issues have been strong on the rise in the value of the dollar, and gold-mining shares have reflected the increase in the gold price in a quiet way.

Oil shares have been mildly depressed, but are now disposed to rally. A new low level for raw rubber depressed Rubber shares. Industrials are hesitating, watching the coal situation.

Business among Canadian securities has been small as elsewhere, but the tone has been steady in the main.

Among the gilt-edged issues of the Dominion the Fours have risen a point to 76, and the 4½ per cents. hold firm at 92. Municipal bonds have held steady.

Canadian Pacifics have been firm with other dollar rails in sympathy with the New York exchange, and the quotation at 144 is 2 to the good. Grand Trunk junior stocks have see-sawed narrowly, but are now rather better. The Guaranteed Fours have advanced well to 63½, and Grand Trunk Pacific Fours at 48 are 2 to the good.

Hudson's Bays, in the land group, have met some moderate renewal of realising, and the quotation at 6¾ is ¼ down. Lower-priced shares have also been spottily weaker.

The industrial group has been spotty. Dominion Steels mark a further fall of 5 to 35½. Canadian Car issues have not varied, but Canadian General Electrics at 127½ are 5 to the good. Canada Cements have not varied. The Pref. at 99½ is a point better. Shawinigan Water has advanced 2 to 122½, and Spanish River Pulp Pref. shows a gain of 4½ at 87½.

Brazil Tractions mark a fractional rally to 35⅜, and Mexican Traction issues have been quietly firm.

In the silver-mining group, Mining Corp. of Canada marks an improvement to 6/3 on the resumption of operations on the property.

OUR MONTREAL LETTER.

MONTREAL, May 20.

At the end of last week markets were, generally speaking, firm, though trading reached no large dimensions. Steamship Preferred rallied and at one time touched 58. National Breweries was the chief stock dealt in, the day's trading ended in a fall of two points. At the commencement of this week paper shares were fairly active; Laurentide and Brompton being chiefly noticeable. Textile touched 128. Steamships Preferred registered a decline, but the Common was firm at 26. The report of the Mattagami Pulp and Paper Company, one of the new enterprises, which covers the seven months of last year, shows a balance carried forward of $188,000, after making adequate allowances for depreciation and losses during the construction period. Under the circumstances the report was considered by the market to be not unsatisfactory. The trading in Bell Telephone rights commenced on Tuesday, being dealt in at 50c., the stock closing at 106

The Sterling Bank held its fifteenth annual meeting at Toronto, the dividend being increased from 7 to 8 per cent. Seven new branches were opened during the year, making 31 in all opened since the end of the war.

This week the general tone of the market is distinctly stronger, and a more confident feeling was shown by the larger number of orders and an upward tendency.

On Wednesday Riordon fell to 18, a new low record. Bell Telephone rights fell and changed hands at 20c.

Among the closing prices yesterday, Abitibi was 36, Asbestos 58, Bell Telephone 103, Brompton 37, Canada Cement 54¼, Canadian General Electric 110, Can. Car. 30, Dominion Steel 37, Laurentide 91, Penmans 102, Riordon 18, Shawinigan 108, Spanish River 72, Steamships 26, Preferred 54¼, Dominion Textile 136, Price Brothers 37, Canadian Cottons 71.

A report from the Porcupine District states that the mines are now receiving full supplies of power, and labour is plentiful. McIntyre has ordered machinery which is expected to increase its output by 50 per cent. The new plant will be in operation early in the New Year.

A new issue of $4,500,000 Government of Newfoundland 6½ per cent. Gold bonds, free of all taxation, is being offered in New York and other United States' centres by a syndicate composed of the Dominion Securities Corporation, associated with certain New York financial firms.

—— * * ——

Barcelona Traction, Light and Power.—In December, 1918, it was arranged that as from June 1, 1921, the interest on the first mortgage bonds should be increased from 2 per cent. to 4 per cent. per annum. Having regard to the financial stringency and trade depression in the Barcelona district and the reaction in Spanish exchange, the directors and the Bondholders' Committee state that although the receipts have shown considerable increase, it is possible that the net revenue may not justify payment of the interest at the increased rate on December 1 next. The question can only be settled in August, and as soon as possible thereafter a definite statement will be issued.

INTERNATIONAL CREDITS.

The International Credits Office of the League of Nations (Trafalgar House, Waterloo Place, London, S.W.), of which Sir D. Drummond Fraser, joint managing director of the Manchester, Liverpool, and District Bank, was recently appointed organiser, has just issued a short booklet describing the operation and effect of the International Credits ("ter Meulen") scheme. This booklet is published by Messrs. Harrison & Sons, at 6d. per copy, post free.

The great advantage of the ter Meulen scheme, it is pointed out, is its flexibility It does not place a large amount of money all at once at the disposal of the borrowing country, but provides a reservoir of credit which can be drawn on when required, and which, so long as it is not drawn upon, places no burden on the borrowing State. The authors recognise that every scheme for international credits may be open to objection, but they point out that this scheme has many advantages, and that "it provides a means for effectively mobilising the whole credit of a country behind each of its individual traders." The result of its inauguration should be "a process of gradually increasing improvement, which will soon bring a return of conditions in which industry and commerce will be possible without any abnormal assistance."

An annex to this booklet contains the complete text of the ter Meulen scheme.

—— * * ——

OIL IN ALBERTA.

Interest in the new oil country in Western and Northern Alberta is increasing (says the Montreal correspondent of the *Daily Telegraph*), and since the opening of the spring many well-equipped parties of prospectors have been exploring the whole of the districts reported by geologists as likely to furnish oil. The usual number of oil promotion companies, with cheap shares, are springing up, despite the Government's repeated warnings that it is uncertain whether oil exists in paying quantities, and the difficulty of development work in a district so remote from civilisation. The Imperial Oil Company, whose drillers made the original strike, are preparing for a thorough test during the short season when drilling is possible, and it is hoped during the year to establish definitely the potential value of the oil field.

Officials of the Canadian National Railways announce that they are not prepared to extend the railway to Fort Norman until it is determined whether the find will have a commercial value which will warrant the immense expense, or it is shown to be impossible to develop the oilfields in less remote districts in Alberta where considerable activity is already being displayed.

—— * * ——

Canadian Pacific Railway.—Gross earnings for April were $13,762,000 (decrease $2,167,000); working expenses, $11,116,000 (decrease $2,471,000); net earnings, $2,646,000 (increase, $304,000).

Brazilian Traction, Light and Power.—A quarterly dividend of 1½ per cent. has been declared on the Cumulative Preference shares, payable on July 1, to shareholders of record at the close of business on June 15.

The Merchants Bank of Canada

Total Deposits - *$170,000,000*

Merchants and Manufacturers desirous of opening up in Canada are offered complete and valuable information, including particulars of Water Power, Sites, Tariffs, etc.

400 BRANCHES IN CANADA.

Lt.-Col. SIR H MONTAGU ALLAN, C.V.O. *President*

F. HOWARD WILSON, Esq., *Vice-President*

D. C. MACAROW, *General Manager*

Total Assets - *$209,000,000*

Canadian and American collections receive special attention. Letters of Credit and Drafts issued and available at any banking point in Canada. Cable Transfers can also be made

COMPLETE BANKING SERVICE.

LONDON OFFICE: J. B. DONNELLY, D.S.O., Manager. 53, CORNHILL.

INVESTMENT NOTES.

The large number of British investors who are interested in Canadian real estate have been naturally disappointed that there has been so little activity in building or improvement in values of building land since the war, even during the period of good trade which preceded the present depression. The reason for this condition of affairs is in small part due to over-building and the inflated values of building land, especially in Western Canada, prior to the war, but it is in much larger measure to be attributed to the excessive cost of labour. It is reported that 80 per cent. of the building costs in Canada to-day are labour costs. This year the building industry in Canada has been abnormally depressed. Construction contracts show substantial reductions on those placed during the corresponding months of last year. The only exception to this is found in the Province of Quebec, where labour conditions are the most satisfactory. So long as the present excessive costs are maintained, there can be no prospect of the necessary buildings being erected, although in many cities the house shortage and consequent heavy increase in rents is as great as in the Mother Country.

* * *

Such conditions must naturally adversely affect the interests of investors in land companies and individual holders of building property. We do not, of course, refer to that unfortunately considerable number of small owners of Western Canadian town lots in the British Isles, who were duped by unscrupulous and misleading advertisements during the land boom of 1912-13, as the great majority of these so-called town lots will never be built upon, and are merely a source of expense to those who continue to hold them. The owners of good inside property in growing towns and cities possess assets which, though not at present realisable, must inevitably return them some portion of the money invested if they are content to hold on and pay their taxes. The sound and active programme of the Western Canada Colonisation Association, if it can be fully carried out, must greatly change the aspect of the real estate market in Western Canada in the course of two or three years; for nothing will more surely benefit the towns in the Prairie Provinces than the successful operation of this large settlement scheme.

* * *

We omitted to mention that it was the Brompton Pulp and Paper Co., Ltd., whose 8 per cent. convertible mortgage bonds, due 1941, were issued by Messrs. Greenshields and Co., the investment bankers of Montreal, to which we referred in these notes last week.

* * *

The half-yearly statement of the Bank of Montreal shows the usual strong position. Out of its total assets of $507,199,946, the amount of $252,377,569 is liquid assets. The profits for the half year, which amount to $1,910,077, show an increase of more than $100,000 over the corresponding period last year.

* * *

Our Canadian readers will be interested to learn that Sir Edward Mackay Edgar, chairman of the merchant banking firm of Sperling and Co., has purchased the whole of the Ordinary share capital of the Blythswood Shipbuilding Co., which increases the important shipbuilding interests previously controlled by his firm.

* * *

A great deal of interest is naturally centred in the oil discoveries of the Mackenzie district and new companies and syndicates are being formed every day. There is the usual dissatisfaction with the new regulations issued at Ottawa, governing the granting of leases on oil lands, but this may be taken as showing that the authorities are more carefully protecting public interest in these new oil fields than has been the case in the past. Criticism has been made of the action of the Government in prohibiting the development of oil-shale beds under the usual oil development lease. These two forms of oil mining are essentially dissimilar in their nature, and the authorities, not unwisely, have decided to discriminate between them. In the interesting booklet on Canada's Northern oil fields, recently issued by the Union Bank of Canada from its New York office, it is stated that the doubts expressed as to the possibility of operating a pipe line in high Northern latitudes during the winter are ill-founded, as oil will flow freely through a pipe line at a lower temperature than was ever experienced in the Mackenzie district.

* * *

The Bell Telephone Co. of Canada has made a new issue of stock amounting to $5,725,000. This new stock, which raises the capital stock of the company from $22,900,000 to $28,625,000, was offered to shareholders of the company of record at the close of business on May 31, for subscription at par, $100, in proportion of one new share for every four old shares held.

MINING IN ONTARIO.

Developments in Gold and Siver Camps.

The following gold and silver mining developments are reported to the Canadian Institute of Mining and Metallurgy by the Ontario correspondent of its Bulletin:—

Now that the Hollinger mine is daily treating 3,300 tons of $10 ore, the yearly output rate is $12,000,000, practically the same as South Africa's two greatest mines.

It was expected that work would recommence at the Tough-Oakes mine, Kirkland Lake, about May 1, and that the mill will be restarted about midsummer. This announcement is made by the officers of the Kirkland Lake Proprietory (1919). The mine has not operated since the miners' strike in June, 1919. A full report by Col. H. H. Johnston has been issued dealing with all the properties of this company, including the Tough-Oakes, Burnside, Sylvanite and Aladdin Cobalt. At Bourkes, about 15 miles northwest of Kirkland Lake, the Murray-Mogridge mine is restarting work. Considerable development at the 200-ft. level had been carried on before the finances were exhausted and the mine closed down.

That the V.N.T. at Porcupine is not to be reopened in the immediate future was announced at the annual meeting held in April. English interests believe that mining costs will decline appreciably during the next year. About $200,000 is required to put the mine and mill in shape for production. It has been suggested that a merger may be effected with the Northcrown.

Methods are under consideration of refinancing the Miller-Independence at Boston Creek, in order to provide funds for exploratory diamond drilling.

A very satisfactory report by Argonaut Gold, Limited, has just been issued, showing ore treated to carry $10 per ton, with a recovery of $7.01 per ton by the amalgamation test mill. A new cyanide mill is proposed, and will be erected as soon as development justifies the expenditure.

Mr. W. L. Longworth is meeting with encouraging results in developing his gold claim, B. J. 122, which is located 2¾ miles south-east of Schreiber. He contemplates the erection of a small mill on the property.

Silver Mines.

Owing to the continued low price of silver many of the mines at Cobalt are closed down.

Coniagas mine ore, containing approximately 8 ounces of silver to the ton, is being handled profitably—which means that operating costs have been reduced to less than $5 per ton when working at capacity and effecting economies in all phases of work about the mine and mill. This is a record that compares favourably with results achieved at the Hollinger, McIntyre, and Dome mines at Porcupine.

The Kerr Lake Company has exercised its option to purchase the Hargrave property, and work along the contact zone is being extended into Hargrave territory.

Rich ore is being mined on the 165-ft. level of the Castle mine at Gowganda, operated by the Trethewey Company. Development on this level started about the middle of March. The vein is about 3 inches in width, and a small ore shipment was recently made to the rail head at Elk Lake.

The Sanderson property at Wigwam Lake is to be opened, following the refinancing of the company. Ample electrical power has been available at the plant of the Miller Lake-O'Brien mine since April 12, thus permitting of working three shifts at the mine.

Hydro-Electric Power.

Early in April a general improvement took place in the hydro-electric power situation in Northern Ontario. With the break of winter and the liberation of an ample water supply, sufficient power is now available to meet all requirements. As a result, the gold mines are speeding up operations, taking on more men and increasing the mill output. The Hollinger mine is now running at capacity, crushing 3,300 tons of ore daily. Fortunately for the gold mines, experienced labour was available owing to the curtailed operations at the silver and nickel-copper mines, and also to the fact that many miners who forsook their calling for the winter pulp-wood operations are again looking for employment in the mines.

Owing to the large increase in the number of miners and mill men at Porcupine, the housing situation has become acute. The Hollinger plans to erect about 100 dwellings in Timmins, and the McIntyre about 30 houses on the north side of Pearl lake.

——* *——

The annual report of the Department of Industries and Immigration of Nova Scotia discourages a general policy of immigration under present conditions. Only those who have capital and are physically fit should be sought, and particularly the farmer and household worker.

Mr. Lloyd George, replying to Mr. Hurd on Monday with reference to the forthcoming gathering of Empire statesmen in London, said he proposed to discuss with the other Prime Ministers how the Conference should be described, and suggested that in the meantime it should be called the conference.

THE CANADIAN BANK OF COMMERCE

PAID-UP CAPITAL $15,000,000 (£3,082,192) **Head Office: TORONTO.** RESERVE FUND $15,000,000 (£3,082,192)

SIR EDMUND WALKER, C.V.O., LL.D., D.C.L., President.
RT. HON. SIR THOMAS WHITE, K.C.M.G., Vice-President. | SIR JOHN AIRD, Vice-President and General Manager.
H. V. F. JONES, Assistant General Manager.

Over 520 Branches throughout CANADA and NEWFOUNDLAND.

FOREIGN BRANCHES.

BARBADOS.....Bridgetown. CUBA.....Havana. JAMAICA.....Kingston.
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LONDON OFFICE - - - 2, LOMBARD STREET, E.C.3.
CHARLES CAMBIE, Manager. A. R. PHIPPS, Assistant Manager.

THE DOMINION BANK.

Head Office: TORONTO.
Capital and Reserve Fund - $13,000,000
Total Assets - - - $139,000,000
SIR EDMUND B. OSLER, President.
CLARENCE A. BOGERT, General Manager.

LONDON BRANCH: 73, CORNHILL, E.C.3
S. L. JONES, *Manager.*

A Foreign Exchange Department is conducted at which all enquiries as to Canadian, United States, and other Exchanges will be courteously answered. **Cable or Mail Transfers** effected to, and **Accounts Opened** at any of the Bank's complete system of Canadian branches. **Deposits Received** at interest. **Travellers' Credits Issued. Orders Executed** on the London, Canadian, and New York Stock Exchanges.

New York Agency - 51, Broadway.

CANADA LODGE.

The regular meeting was held at Freemason's Hall on Tuesday, and a very full agenda occupied the officers and brethren in Lodge until late in the evening.

It was announced that owing to the pressure of his Parliamentary duties it would be impossible for Sir Hamar Greenwood (S.W.) to become Master of the Lodge for the ensuing year, and therefore M.W. Bro. A. E. Carlyle, P.A.G.D.C., the Secretary, was unanimously elected to occupy the chair in the interval. The installation meeting will be held on Tuesday, June 28.

The annual subscription to the Lodge has been reduced to the original amount, but the initiation and joining fees have been increased.

——* *——

A committee of M.P.'s, who have been enquiring into the question of canteen profits, have come to the conclusion (says the Parliamentary correspondent of the *Daily Telegraph*) that the profits available amount to something like £9,000,000, and they recommend that the money be distributed as early as possible for the benefit of those belonging to the forces named. The total amount will, so far as the Imperial forces are concerned, be subject to deduction in respect of some sums already distributed and of shares amounting in the total to about £2,000,000 due to the American forces and those of the Dominions, the Colonies, and India.

SOLDIER-FARMERS' CO-OPERATION.

A striking incident illustrating the spirit of co-operation prevailing among the soldier settlers on the Ochopowace Reserve, near Whitewood, Sask., occurred in the case of Mr. P. H. Watson, ex-lieutenant in the C.E.F., a soldier settler on this reserve.

On April 23 last, while Mr. Watson was splitting wood on his farm, a chip struck his eye. He received local medical attention, and as he was carrying on his spring work during windy weather his eye did not improve. The local doctor advised him to proceed to Winnipeg, and upon his arrival there it was reported that it was doubtful whether Mr. Watson would recover the sight of the eye.

As the seeding season was progressing, the neighbouring farmers south of the reserve organised a bee among the soldier settlers, and in consequence, on May 4, fifteen four-horse teams, with eight drills and drag-harrows, went to work on Mr. Watson's land and seeded 94 acres in one day. The settlers participating in this work provided their own feed for their horses during the day.

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A particularly well-produced folder relating to "Vancouver, Canada's Pacific Highway," has just been issued by the Vancouver Publicity Bureau.

BANK OF MONTREAL. EST. 1817

Paid-up Capital $22,000 000. Rest $22,000,000. Undivided Profits $1,531,927. Total Assets (April 30, 1921) $507,199,946.

BOARD OF DIRECTORS.

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SIR CHARLES GORDON, G.B.E., *Vice-President.*

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H. R. DRUMMOND, Esq.
LT.-COL. HERBERT MOLSON, C.M.G., M.C.
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D. FORBES ANGUS Esq.
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WM. McMASTER, Esq.
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Branches & Agencies throughout Canada & Newfoundland; also at New York, Chicago, San Francisco and Spokane in the United States, and at Mexico City.

LONDON OFFICES - - - 47, THREADNEEDLE STREET, E.C.2. 9, WATERLOO PLACE, PALL MALL, S.W.1.

PARIS AGENCY: Bank of Montreal (France), 17, Place Vendome, Paris.

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

London Committee:—SIR THOMAS SKINNER, BART., LT.-COL. F. R. S. BALFOUR, GEORGE CYRIL CASSELS, *Manager.*

The Bank has reciprocal arrangements with leading banks covering all countries, and is, therefore, in a position to offer favourable competitive rates for business in all parts of the world. With its numerous Branches it offers exceptional facilities for the transaction of a General Banking Business in Canada, Newfoundland, the United States, Mexico and France.

THE ROYAL TRUST CO.

Executors and Trustees. Assets under Administration, $264,036,667.26.

Directors: Sir Vincent Meredith, Bart., *President*; Huntly R. Drummond, *Vice-President*; Hugh A. Allan; R. B. Angus; Hon. C. C. Ballantyne, M.P.; E. W. Beatty, K.C.; C. W. Dean; Sir Charles Gordon, G.B.E.; Hon. Sir Lomer Gouin, K.C.M.G.; A. E. Holt; C. R. Hosmer; Howard G. Kelley; William McMaster; Lt.-Col. Herbert Molson, C.M.G., M.C.; Sir Augustus Nanton; Lord Shaughnessy, K.C.V.O.; Sir Frederick Williams-Taylor.
General Manager, H. B. Mackenzie.

The Company undertakes, for Executors, Trustees, or Owners in the United Kingdom, the management and realization of Assets in Canada, including payment of any taxes.

The Company acts as Agent and Attorney in the investmen of moneys, care of securities, collection of dividends, rents, etc., etc., and the sale of properties.

Head Office, Montreal (Cable Address, "Royaltrust").
Branches throughout Canada.

Inquiries solicited. Reference may be made to the Bank of Montreal's London Branches for further information regarding the Company.

THE BANK OF NOVA SCOTIA.

Established 1832.

GENERAL OFFICE, TORONTO, CANADA.

CAPITAL	**$9,700,000**
RESERVE FUND	**$18,000,000**
TOTAL ASSETS	**$240,000,000**

Special facilities are available to the public through the branches of this Bank for the transaction of business with Canada, Newfoundland, Cuba, Porto Rico, Dominican Republic, Jamaica, and the United States at Boston, Chicago, and New York.

329 BRANCHES IN ALL.

LONDON BRANCH, 55, OLD BROAD STREET, E.C.2. E. C. MACLEOD, Manager.

BANK OF MONTREAL'S PARIS COMMITTEE.

The Board of Directors of the Bank of Montreal have announced the election of the French Senator, M. Gaston Menier, to the bank's consultative committee in Paris.

This appointment will, no doubt (says the Toronto correspondent of the *Times*), be favourably regarded both in Paris, where the name of Menier needs no introduction, and in Canada, where he has large business interests. He is the owner of the Island of Anticosti, a large island 135 miles long and 30 miles wide at the mouth of the St. Lawrence River. M. Menier has developed the large natural resources of the island, and it now boasts a model settlement, a pulp mill, a canning factory for fish, lobster fisheries, and other activities. M. Menier pays frequent visits to Canada, and his co-operation will no doubt materially assist the development of commercial intercourse between the two countries.

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BANK OF MONTREAL GOLF.

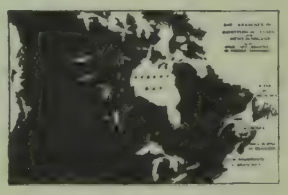
The annual golf match between the transfer and general offices of the Bank of Montreal took place on the Dulwich and Sydenham Hill Links, Dulwich, on Wednesday of last week. Results:—

TRANSFER OFFICE.			GENERAL OFFICE.		
Mr. Arnot	(4—3)	1	Mr. Fulton		0
.. Bamber	(5—4)	1	,, Wilson		0
.. Chapman		0	,, Sibley	(8—6)	1
.. Earl	(3—2)	1	.. McLeod		0
.. Grant	(6—5)	1	.. Arnaud		0
.. Raynham	(5—3)	1	,, Wallis		0
.. Stewart	(5—3)	1	,, Brown		0
.. Hughes	(7—6)	1	,, Rose		0
		7			1

—* *—

THE PRINCE RECEIVES CANADIAN FILM MAN.

Mr. Tracy Mathewson, the well-known film artist, who took the wonderful film dealing with the historic tour of H.R.H. in Canada for the Canadian Pacific Railway, was received on Monday afternoon at St. James's Palace by the Prince of Wales. Mr. Tracy Mathewson is engaged in taking a number of films showing the Canadian Pacific organisation in England, the departure of settlers and tourists to Canada, and the life on board ship. He will also film places of such historic interest as Wolfe's House, Westerham; Sulgrave Manor House, Northamptonshire, built by Lawrence Washington, an ancestor of George Washington; and other scenes likely to interest prospective Canadian and American visitors to the Old Country.



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DEPOSITS OVER 470 MILLION DOLLARS.

London Office: PRINCES STREET, E.C.

Banking and Finance.

Anticipating Changing Investment Conditions.

Apropos of the selection of long-dated Canadian Municipal issues which we gave in our issue of the 7th ult., it is of interest to note that the average return on a fund divided between the respective securities mentioned is the relatively respectable one, even in these times, of £5 18s. per cent., and that with one exception —City of Calgary—the dates of maturity are in only two cases less than a quarter of a century. Whilst under existing conditions it is futile to endeavour to speculate as to what monetary conditions may be even nine years hence, it does not seem within the region of probability that Calgary would be able to take advantage of the option it possesses of paying off its 4½ per cent. loan in 1930. With this exception, the purchaser of the above list would seem to be secure from any disturbance of his holding for approximately a quarter of a century or even longer—a sufficiently lengthy period for the majority of living investors. In the meantime, year by year his securities would reflect the narrowing of the margin to the date of redemption, although for the first few years this increment would probably not assume very substantial dimensions. With the advent of a period of cheaper money the effect on current quotations of Colonial Municipal issues, however, would be more immediate, and if, as a result of the changing investment conditions, the yield on such securities declined to, say, an average of 5 per cent., there would, of course, be a corresponding advance in the aggregate of the capital invested. How substantial such an investment would be may be gauged from an adjustment of current quotations to such a basis on the assumption that £100 of each of the securities mentioned by us was purchased and held to maturity. Making full allowance for incidental expenses, etc., the total increment on a total investment of, say, £690, would be £110, or equal to an appreciation in the capital employed of 16 per cent.

* * *

Another Superlative Canadian 6 Per Cent. Bond.

Particulars of another attractive Canadian Provincial Government security appear in our latest exchanges. This offer consists of an issue of $5,000,000 Ontario 15-year 6 per cent. Gold Bonds dated May 2, 1921, and redeemable in 1936. The interest and principal are both payable in Toronto or Montreal, and the bonds are in denominations of $1,000 and $500, and may be registered. Both the bonds and interest thereon are a direct and primary obligation of the Province of Ontario and a charge upon its Consolidated Revenue fund. Offered at the price of 99½ and interest, the net yield works out at 6.05 per cent. We notice as a feature of this issue that delivery will be made free of expense to the purchaser—an important consideration in these days. Whilst to a great majority of investors this Canadian gilt-edged investment is unobtainable owing to the adverse exchange, we publish the particulars of the offer for the benefit of the small proportion of British investors who are in the favoured position of having funds at their disposal in the Dominion who would naturally be anxious to participate in such a superlatively attractive Canadian issue. Any of our readers who are in this fortunate position and desirous of securing some of these bonds should at once put themselves in communication with their brokers, who would be able to secure what they require through either one of the Canadian banks represented here or any of the London branches of the various Anglo-Canadian bond houses. Where the funds are on deposit in the Dominion instructions could, of course, be forwarded to Canada through the usual channels.

* * *

A Hint to Readers Possessing Funds in Canada.

In view of the frequent offerings of superlatively attractive Canadian bonds, those who periodically receive interest payments on their Canadian investments would do well to consider the advisability of instructing the paying agents to retain the amounts in question with the object of investing them in such issues as that to which we have referred above. Whilst the profits obtainable on conversion of these dollar funds into sterling on their receipt in this country still affords a very substantial profit, the prospect of an early era of cheaper money in this country, with its inevitable corollary, a change in the investment standard, may at no distant date make it possible to employ money in Canada to better advantage than in the Mother Country. Another reason, and one which we have repeatedly urged in these columns, is that it is never advisable to have too many eggs in one basket, and that in view of the unsettled state of affairs in Europe and the prospect of their prolongation, it is an excellent hedge to have a certain amount of one's capital in a country which will be amongst the earliest to recover from the burden of debt created by the most costly conflict in the world's history.

1920 Slump and the Canadian Cotton Industry.

As was anticipated in Montreal financial circles the Canadian Cottons, Ltd., experienced the strain of the readjustment period in an exceptional degree. This is clearly shown in the annual statement, particulars of which are just to hand. The report, whilst revealing a satisfactory financial position, indicates very clearly how severely the profits of cotton companies were affected during the recent slump. Net sales increased to a high record level at $11,496,580, as compared with $11,290,116 in the preceding year and $10,656,301 in 1919. Net income, however, fell to a very marked degree, being no more than $679,469, as against $1,581,045 in the preceding year and $1,365,104 in 1919. When other income has been added and allowance made for depreciation, bond interest, and dividend on the Preferred, the showing is even worse, the net earnings actually amounting to no more than $259,507, in striking contrast with those for 1920 and 1919, which were respectively $1,041,093 and $773 in 1919. Mr. C. R. Hosmer, the President of this important Canadian industrial undertaking, in his remarks on the results for the period under review, points out that whilst the first half of the year was favourable, the second six months "was materially affected by the severe and wide depressions on account of the lack of demand for merchandise, cancellation of orders, and depreciation of inventories to market values." An idea of the character of the autumn slump in the Dominion in this industry may be guaged from the fact that in some cases the value of cotton goods fell over 50 per cent. Canadian Cottons, in following the usual custom of protecting unfilled customers' orders, necessarily incurred very heavy losses, the extent of which is eloquently revealed in the annual statement.

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NEW GRAND TRUNK BOARD.

At a Board meeting in London on May 26 the directors of the Grand Trunk Railway Co. of Canada resigned, under the terms of the agreement with the Canadian Government, approved by the stockholders at a special general meeting on May 12. The nominees of the Government—Sir Joseph Flavelle, Bart., Mr. J. N. Dupuis, Mr. Edmund L. Newcombe, Mr. Howard G. Kelley, and Mr. Alfred J. Mitchell—were appointed directors in their stead.

The first meeting of the new Board was held in Montreal last Saturday. Mr. Kelley informed the Montreal correspondent of the *Daily Telegraph* that questions of organisation and consolidation of Grand Trunk facilities with the Canadian National Railways were discussed tentatively, this being the primary reason for the Government's insistence on immediate transfer of the control of the Grand Trunk. Mr. Kelley said he expected the arrangements for the unification of the Canadian National Railways with the Grand Trunk would now proceed rapidly, and result in satisfactory economies and increased efficiency in operating results. He said the time was not opportune to disclose the details of the plans outlined at the meeting, but everything was proceeding satisfactorily for the consolidation of the systems.

Sir Joseph Flavelle Appointed Chairman.

Sir Joseph Flavelle has been elected chairman of the Grand Trunk Railway Board of Directors, his appointment to take effect on the consolidation of the Grand Trunk with the other National Railways (says a *Times* cable of Monday's date). Mr. Howard G. Kelley has been reappointed director and president of the Grank Trunk.

The arbitration to determine the amount to be awarded to the Grand Trunk shareholders by the Government will be resumed immediately, with the same arbitrators and counsel as before the proceedings were suspended by the action of the Government.

Large Government Vote.

The Dominion House of Commons on Monday voted $89,000,000 for the Grand Trunk to provide for the balance of $50,000,000 for accounts due or overdue, $48,000,000 for rentals, interest, capital outlay, and operating deficit during the coming year, and $22,000,000 for Grand Trunk Pacific guarantees, against which the Grand Trunk has available resources of $32,000,000. During the debate (says the Montreal correspondent of the *Morning Post*) the Minister for Railways defended Sir Joseph Flavelle against the charge of profiteering, and declared that he was the best man for the Chairmanship of the National Railways Board.

Sir Joseph Flavelle's portrait appeared in last week's "Canada."

—* *—

The Ontario Government have a fine exhibit at the Bath and West and Southern Counties Agricultural Show which opened at Bristol on Tuesday and closes to-day. Mr. S. E. Perceval, the assistant Agent-General for Ontario, was among those present at the opening ceremonies.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

A. M (Hull).—The Canadian tobacco industry is centred in Quebec and Ontario, but there are a few factories in Prince Edward Island and British Columbia.

INTERESTED.—The fees for the first year at the Royal Military College of Canada are $400; for the second, $250; and for the third, $250—making a total of $900 for the course.

H. P. R. (Birkenhead).—The corporation occupies a strong position, and its shares are regarded as a good investment.

H. J. (Edmonton).—The Sault Ste. Marie Canal connects Lake Superior and Lake Huron, and its length is 7,472 ft The first lock at "the Soo" was built in 1798 by the North-West Fur Co.

G. R. C. (Reading).—The first census taken in Canada was in 1665, when the population was 3,251; and the last census, in 1911, gave a population of 7,206,643.

FARM STUDENT.—For information as to agricultural training in Nova Scotia, write to the Principal (M. Cumming, B.A., B.S.A.), of the Nova Scotia Agricultural College, Truro, N.S. Elementary agriculture is now taught in the public schools of all the Canadian Provinces.

F. C. M. (Winnipeg).—The Channel Islands originally formed part of the Duchy of Normandy, and have belonged to England since the Norman Conquest. The population at the last census was 96,900, and the people are an inter-mixture of French and English, speaking a Norman-French *patois*.

T. M. (Southend).—Notice of incorporation of the St. Maurice Power Company, with a capital of $8,000,000, appeared in the official *Canada Gazette*, issued on May 14. The project has been delayed by abnormal conditions. It is fostered by Shawinigan Water and Power Company interest and is for the development of the Gres Falls on the St. Maurice River. Quebec Province

CONSTANT READER.—The rise is apparently discounting a 12 per cent. dividend, and an excellent statement which the company is expected to present in the near future. Last year the stock sold up to 146½ in a bull market on the strength of a reorganisation, a giving of two shares for one, and a dividend equal to 12 per cent.

RANCHER.—The Royal Commission on the Cattle Embargo will consider whether the admission into the United Kingdom of such livestock would increase and cheapen the meat supply of the country, and, if so, to what extent, and whether such admission is advisable, having regard to the necessity of protecting livestock bred in the country from the introduction of disease, and of restoring their numbers after the losses to which they have been subjected during or since the war. Power is given to the Commissioners to call before them such persons as they judge likely to afford any information upon the subject, to call for information in writing, and also to call for and have access to and examine all such books, documents, registers, and records as may afford them the fullest information on the subject. The Commissioners have liberty to issue a report from time to time if they consider it expedient so to do.

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Canada Steamship Lines.—The Rt. Hon. Viscount Long has joined the London Advisory Committee.

Canadian General Electric.—A quarterly dividend of 2 per cent. for the three months ending June 30 has been declared on the Common stock, payable July 1.

City of Winnipeg.—The Bank of Montreal announces that for the purpose of preparing interest warrants due 1st August, 1921, of the City of Winnipeg 4½ per cent. Consolidated Registered Stock, 1943-63, the balances will be struck on the evening of July 1,, after which date the stock will be transferred ex-dividend.

RAILWAY EARNINGS (Gross).

Seven Days Ending May 21.

Canadian Northern.—$1,165,700; increase, $66,100.

Canadian Pacific.—$3,069,000; decrease, $564,000.

Grank Trunk.—£278,135; increase, £6,598.

—* *—

ST. JAMES'S THEATRE.

"Polly with a Past" continues to draw full houses nightly, and Miss Edna Best, in the name part, is just as great a favourite as when the piece started. The entire cast is excellent, though some of the members might have more scope.

—* *—

MINING CORPORATION OF CANADA.

A cable from the head office in Toronto states:—"Mine and mill reopened; expect to reach full capacity in a week." It was the beginning of March that the corporation temporarily suspended silver production from its properties at Cobalt. The metal has since recovered 2d. or so per ounce, while it is understood that a substantial improvement has been effected in the capacity of the treatment plant, which should enable the corporation to reduce the cost of production.

PUBLIC NOTICES.

BRAZILIAN TRACTION LIGHT AND POWER COMPANY, LIMITED.
(Incorporated under the Laws of Canada.)

NOTICE IS HEREBY GIVEN that a Quarterly DIVIDEND of 1½ (one and a-half) per cent. has been DECLARED on the Cumulative Preference Shares of the Company, PAYABLE on the 1st July, 1921, to Shareholders of record on the Registers at the close of business on 15th June, 1921.

J. M. SMITH, Secretary.

Toronto, Canada, 30th May, 1921.

CANADIAN GENERAL ELECTRIC COMPANY, LIMITED.

The Canadian General Electric Company give NOTICE that the Directors have DECLARED a Quarterly DIVIDEND of 2 per cent. for the three months ending 30th June, 1921, on the Common Stock of the Company, and that the said Dividend is PAYABLE on the 1st day of July, 1921, to Shareholders of Record on 15th June, 1921.

The Transfer Books will not be closed.

For the Canadian Bank of Commerce, Registrars of the Canadian General Electric Company, Limited,

CHARLES CAMBIE, Manager.

2, Lombard Street, E.C.3.

31st May, 1921.

CITY OF WINNIPEG FOUR-and-a-HALF per CENT. CONSOLIDATED REGISTERED STOCK, 1943-63.

For the purpose of preparing the Interest Warrants due 1st August, 1921, the BALANCES will be STRUCK on the evening of the 1st July, 1921, after which date the Stock will be transferred ex-dividend.

For the BANK of MONTREAL,

G. C. CASSELS, Manager.

47, Threadneedle Street, E.C.2.

1st June, 1921.

ENQUIRY COUPON.

"CANADA," No. 804. June 4, 1921.

This Coupon must be cut out and enclosed with all letters of enquiry except those from annual subscribers.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.

FOR SALE.

TYPEWRITERS. — Two Remington visible, No. 10, two-colour, and tabulators; excellent condition; £15 each, or would exchange; can be seen any time. — Apply *Canada*, 110, St. Martin's Lane, W.C.2.

FOR SALE.—Farm Lands in Western Canada at reasonable prices and on easy terms; eminently suitable for mixed farming, grain growing, etc.; convenient to railways, postal and business facilities.—Address enquiries, Box 555, *Canada*, 110, St. Martin's Lane, London, W.C.2.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory. Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS, &c.

MONTREAL—

BROWN, MONTGOMERY & McMICHAEL, Dominion Express Building, Montreal. Cable Address: "Jonhall."

A. J. Brown, K.C.	G. A. Coughlin.
W. F. Chipman, K.C.	L. H. Ballantyne.
G. P. Vanier.	R. C. McMichael, K.C.
G. H. Montgomery, K.C.	W. R. L. Shanks.
R. O. McMurtry.	F. B. Common.

Solicitors for The Royal Bank of Canada, Union Bank of Canada, Imperial Bank of Canada, The Ogilvie Flour Mills Company, Limited, Dominion Bridge Company, Limited, Northern Electric Company, Limited, Dominion Textile Company, Limited, Singer Manufacturing Company, Laurentide Company, Limited, Montreal Light, Heat & Power Company, Steel Company of Canada, Limited, Canada Cement Company, Limited, Canadian Pulp & Paper Association, Montreal Trust Company, Atlas Assurance Company, Limited, Alliance Assurance Company, Limited.

OTTAWA—

POWELL, SNOWDON & BISHOP, Solicitors, &c., 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees, Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—

BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allensil," Birmingham, England.

Weldless Steel Tubes—

TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles.

Zinc White Manufacturers—

ORRS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A., "Orr, Widnes."

During the past three months the volume of trade in the wholesale dry goods business in Ontario has been almost equal to that during the corresponding period in 1920, according to a report by Mr. James A. Catto, chairman of the Wholesale Dry Goods Section to the Toronto Board of Trade.

CANADIAN GOVERNMENT
Trade Commissioners
& COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to :—

Argentine Republic.
B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.
D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.
A. Stuart Bleakney, Canadian Government Trade Commissioner, 98, Boulevard Adolphe Max, Brussels.

Brazil.
E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.
E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.
J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.
H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.
Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.
George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam.

Italy.
W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.
A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office, 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

New Zealand.
W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.
W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South-Eastern Europe.
L. D. Wilgress, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan, Italy *Cable Address, Care Canadian, Milan.*

United Kingdom.
High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone: Victoria 8350.
Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*
J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square. Manchester. *Cable Address, Cantracom.*
J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*
N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*
G. B. Johnson, Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.
B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.
Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*
R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.
C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

The Mining Corporation of Canada, having agreed to erect adequate mining plant and smelter on the Flin Flon property, the Manitoba Government will now proceed with the building of a branch railway to the Flin Flon mines.

Trade and Business.

CANADIAN CHAMBER OF COMMERCE.

Appointment of Officers.

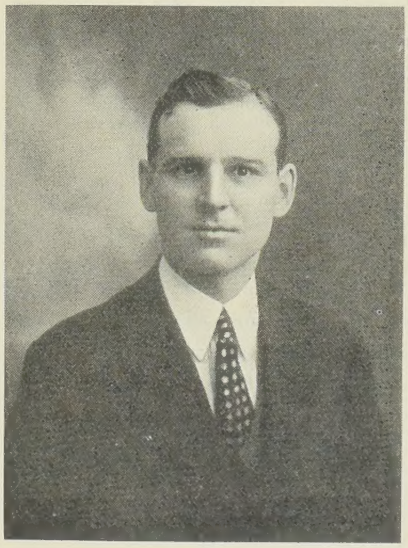
At the meeting of the Executive Council of the Canadian Chamber of Commerce, in London last week, the following officers were appointed:—

HON. PRESIDENT: Hon. Sir George Perley, K.C.M.G., High Commissioner for Canada.

SIR G. MCLAREN BROWN, K.B.E.,
President of the Canadian Chamber of Commerce in London.

PRESIDENT: Sir George McLaren Brown, K.B.E., European manager, Canadian Pacific Railway.

VICE-PRESIDENTS: Lt.-Col. W. Grant Morden, M.P. (Canada Steamship Lines, British Empire Steel Corporation, etc.); Mr. H. Robinson (Massey-Harris Co.).



MR. R. B. STEWART,
Hon. Treasurer and Acting Secretary of the Canadian Chamber of Commerce in London.

HON. TREASURER AND ACTING SECRETARY: Mr. R. B. Stewart (Beatty Brothers).

Capt. Victor Gordon, Secretary to the Newfoundland High Commissioner's Office, has accepted office as representative of Newfoundland on the Council.

A further meeting of the Council was to be held on Thursday for the election of the Executive Committee and various standing committees.

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Merchants Bank of Canada.—Advice has been received by the London office that a branch has been opened at Philipsville, Ont.

TRADE ENQUIRIES.

Among trade enquiries received at the Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following :—

A Canadian company, manufacturing pianos and players, are open to purchase supplies of felts, leathers, bracket bolts, nose bolts, veneers, and similar accessories, and invite correspondence from United Kingdom manufacturers able to fill orders.

An Eastern Canadian company about to manufacture whole milk powder upon a considerable scale are desirous of arranging for its sale in the United Kingdom.

A Canadian company, manufacturing electric furnaces for treating steel and iron and various other metals, seek export trade.

—* *—

CANADIAN RETAILERS' BUSINESS POLICY.

Mr. J. D. Chesney, of Montreal, in a speech at a luncheon at Manchester to the delegation of dry goods merchants, said everyone was talking about wanting to revive the trade of the world, but all stood around waiting for the other fellow to revive.

"We retailers are tired of this business," he declared. "For the last six years we have, to use a colloquialism, been 'carrying the bag.' The retailers in Canada propose in future to buy from hand to mouth, and not to buy for periods ahead.

"If the manufacturers of the various countries have not the courage, conviction, or faith in the quality and price of the merchandise they can manufacture, or if they lack the nerve to go ahead and do some manufacturing, then they ought to close their mills completely. Until a stable price is once more realised we propose to buy just what we immediately need, and not contract for future delivery."

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CANADIAN FUR SALES.

Slightly over $2,000,000 was realised at the spring sale of the Canadian Fur Auction Sales in Montreal last month.

It was stated at the conclusion of the four days' sale that the organisers were well satisfied with the results. Buyers had been cautious throughout, but generally prices had run a good deal higher than at the previous sales, which took place during the fur slump. The majority of the skins offered were disposed of, either at auction or by private sale. While in some instances there was a lack of demand, the general trend was for an advance in prices.

The sale opened with an offering of 606 fisher skins, which went at from $32 to $185 for a pair of exceptional skins. Ermine sold at seven cents to $1. Russian sables from $28 to $175. Marten excited some spirited contests, and sold at prices ranging from $7 to $100. Mink ran from 21 cents to $21 per skin. Wolverines and lynx skins sold at fair prices.

For 404 silver fox skins the best prices ran from $300 to $350 and $400 up to $510 for a beautiful pelt from Prince Edward Island. Grey fox pelts went from $50 and up, and cross fox brought better prices. White fox sold at from $30 to $80 a skin.

There was good competition for some 5,000 beaver skins, the prices ranging from $3 to $35, according to quality. Otter also brought some cautious bidding, the better grade of dark skins being $41.50, while some poor pelts sold for only 45 cents.

A hundred musk ox skins were offered, but there was not much interest in them. A few were sold at $36 per skin, but the bidding was so poor that the rest of the lot was withdrawn.

One mounted buffalo head sold for $200 and another for $325.

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Mr. O. S. Finnie, mining engineer, has been appointed administrator of the new oil territory on the Mackenzie River.

The convention of the Canadian Manufacturers' Association which will be held at Quebec this month will celebrate the jubilee of that organisation.

CANADIAN REPRESENTATIVES IN LONDON.

Dominion of Canada.

High Commissioner's Offices.—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir George H. Perley, K.C.M.G. Secretary, Mr. W. L. Griffith. (Telephone: Victoria 8360.)

Emigration Office.—Superintendent of Emigration, Lieut.-Col. J. Obed Smith, 1, Regent Street, S.W.1. (Telephone: Regent 2218 and 2219.)

Province of British Columbia.

Agent-General.—Mr. F. C. Wade, K.C., British Columbia House, 1-3, Regent Street, S.W.1. (Telephone: Regent 266.)

Province of Nova Scotia.

Agent-General.—Mr. John Howard, 57, Pall Mall, S.W.1. (Telephone: Regent 299.)

Province of Ontario.

Agent-General.— 163, Strand, W.C.2. (Telephone: Central 6427, 6428.)

Province of Quebec.

Agent-General.—Lieut.-Col. P. Pelletier, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 5512.)

NEWFOUNDLAND.

High Commissioner.—The Hon. Sir Edgar R. Bowring, 58, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS IN LONDON

Arranged Alphabetically.

A

Angus, R. B., Montreal—Claridge's Hotel.
Armstrong, Mrs. J. A., Toronto — Regent Palace Hotel.

B

Baker, F. H., Penticton—Tealby, Lincoln.
Barnard, Mrs. G. H., Victoria—1, Kensington Court, W.
Barwick, Mrs. F. H., and the Misses, Montreal—Regent Palace Hotel.
Black, I. G., M.D., Halifax—Care of Bank of Montreal.
Bradbery, John H., Montreal—99, College Place, N.W.1.
Bryant, Ruby, Winnipeg—Sennicots, Chichester.
Bulmer, Mrs. Garth, Montreal—62, Queensborough Terrace, W.
Burrows, Miss Muriel, Ottawa—Queen Anne's Mansions.

SHAFTESBURY HOTEL.
Top of St. Martin's Lane.
In the centre of all Theatres.
One Price. No Extras.
7/6

Bydwell, H. E., Mrs., and H. Burton, Montreal—Carlton Hotel.

C

Cameron, Mrs. L. B., Winnipeg—29, Chester Square, S.W.
Cassels, Miss Amy, Montreal—50a, Clanricarde Gardens, W.2.
Cayford, I. H., and Mrs., Montreal—Friar's Gate, Cheam Road, Sutton, Surrey.
Clark, Geo. H., Ottawa—Hotel Russell.
Cooke, Norah, Toronto—48, Queen's Gate Gardens, South Kensington, S.W.7.
Cooper, A. E., London, Ont.—First Avenue Hotel.

PRIVATE SOCIAL TOURS

(For Ladies and Gentlemen).

AUGUST—The fascinating DOLOMITE ALPS, including Lake Garda and Innsbruck ... **4 Weeks, 75 Gns.**
AUGUST—ITALIAN & SWISS LAKES.. **3 Weeks, 49 Gns.**
SEPTEMBER—NORTH ITALY, its Towns and Art Cities, PERUGIA, ASSISI, etc. .. .. **4 Weeks, 79 Gns.**
Later—ITALY, ALGERIA-TUNISIA, EGYPT, SICILY, etc.
Programmes from **MISS BISHOP, F.R.G.S.,**
159, Auckland Road, Upper Norwood, S.E.19.

Coulson, Mrs. D. A., Toronto—Regent Palace Hotel.
Crawford, A. F., Galt—Hotel Russell.
Crowther, W. C., Mrs., and the Misses, Toronto—19, Portman Street.

D

Daly, R., and Mrs., Mrs. Denis, and Kathleen, Toronto—Waverley Hotel.
Dean, E. W., Vancouver—Care of British Columbia Office.
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